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Entered as second-class matter June 26, 1885, at the Post Office at Chicago, Illinois, under Act of March 3rd, 1879.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. & CO.

VOL XXIX.

CHICAGO, ILLINOIS, NOVEMBER 15, 1910.

No. 5.

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**WE ARE MANUFACTURERS
OF
GRAIN ELEVATOR MACHINERY
FOR
Elevating, Conveying and Transmitting Power**

Bucket Elevators
Belt Conveyors
Screw Conveyors
Friction Clutches
Bearings

Car Pullers
Power Shovels
Rope Drives
Shafting
Pulleys

Get our prices on your Specifications before buying.

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MAIN OFFICE AND WORKS, AURORA, ILL.

NEW YORK OFFICE—50 Church St.

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**Grain
Elevator
Belting**
of special construction
**Best Made
and Cheapest**
Get our prices
**THE
GUTTA PERCHA
AND RUBBER
MFG. CO.**
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CHICAGO

WE MAKE EVERYTHING FOR THE GRAIN ELEVATOR



Friction Clutches
Sprocket Wheels
Link Belting
Screw Conveyors
Belt Conveyors
Power Shovels
Rope Drives

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Car Loaders
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Steel Legs
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SKILLIN & RICHARDS MFG. CO., Chicago

MINNEAPOLIS SEED CO.

SEEDS

Minneapolis,

Minnesota

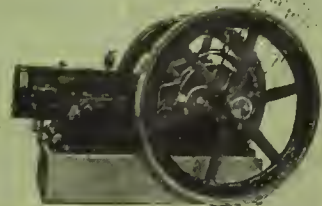
FOOS

GAS AND GASOLINE ENGINES

Either for constant power service or under intermittent load give more every day satisfaction than any other engine on the market. For grain elevators the Foos is especially adapted on account of its patented, safe and positive ignition, straight line counter balance and ample power rating. Many other exclusive features of design developed in 24 years of gas engine building are described in Catalog 39.

The FOOS GAS ENGINE COMPANY
SPRINGFIELD, OHIO

Largest Exclusive Gas Engine Plant in America.



“The proof of the puddin’ is in the eatin’” The proof of a cleaner is in the work it does

The best evidence of the work done by the “Western” Gyrating Cleaner is the following record of machines shipped to the various stations of one of our Indiana customers, the Crabbs Reynolds Taylor Co., Crawfordsville, Indiana, after having made exhaustive tests with almost every other make of corn and cob separators on the market.

Directors: A. E. Reynolds, Pres.; B. F. Crabbs, V. Pres.; Bennett Taylor, V. Pres.; T. C. Crabbs, Sec. & Treas.; W. B. Forsman, Auditor; C. C. Wheeler; W. W. Busenbark.

CRABBS REYNOLDS TAYLOR CO.

Incorporated
GRAIN AND FIELD SEEDS
CRAWFORDSVILLE, IND.

Union Iron Works,
Decatur, Ill.

October 24, 1910.

Gentlemen:

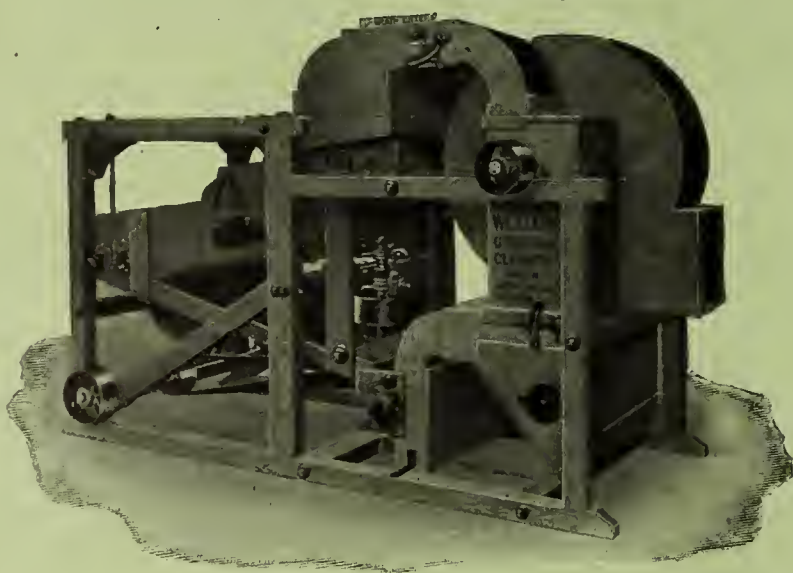
Replying to your favor of the 19th, will state that we now have in use your gyrating corn cleaners at New Market, Linden, Raubs, Crane, Riverside, West Point, Ash Grove, Smithson, Francesville and have the machinery on hand to install at Wingate.

We are also anticipating the purchase of one of your machines for Cherry Grove.

These machines are all giving good satisfaction, and we can highly recommend them as the best corn cleaners we have ever tried.

You are at liberty to use our names in your advertisement as requested.

Yours truly,
Crabbs Reynolds Taylor Co.
A. E. Reynolds, Pres.



Built in seven sizes with capacities from 175 to 2400 bushels per hour.

Write for full information and prices. Our complete catalog No. 26 may be had for the asking.

Union Iron Works, Decatur, Ill.

Sole Manufacturers

“Western” Shellers and Cleaners
Grain Elevator Machinery

1221-1223 UNION AVENUE

KANSAS CITY, MISSOURI

Machine Shipped

September 5, 1907
October 11, 1907
May 9, 1908
March 30, 1909
October 19, 1909
April 9, 1910
April 15, 1910
July 22, 1910
October 6, 1910
October 15, 1910

Station

Linden, Indiana
Francesville, Indiana
West Point, Indiana
New Market, Indiana
Crane, Indiana
Riverside, Indiana
South Raub, Indiana
Ash Grove, Indiana
Smithson, Indiana
Wingate, Indiana

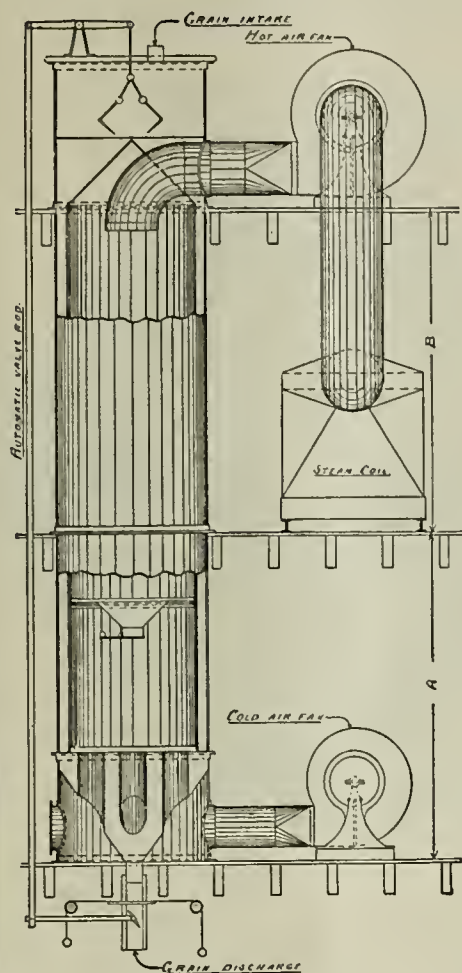
Please note that these orders were not all placed at the same time but covered a period of three years, giving ample time to demonstrate the durability as well as general efficiency of the machines, which, in many cases, replaced cleaners of other makes.

Profit by the experience of others

and install a cleaner that has proven a success.

It will save your grain and dollars

The “Western” Gyrating Cleaner is built regularly for separating corn from cobs as it comes from the sheller, and re-cleaning corn and oats, but it is an excellent wheat and small grain cleaner when fitted with extra screens furnished for this purpose; thus, you get two machines for the price of one.



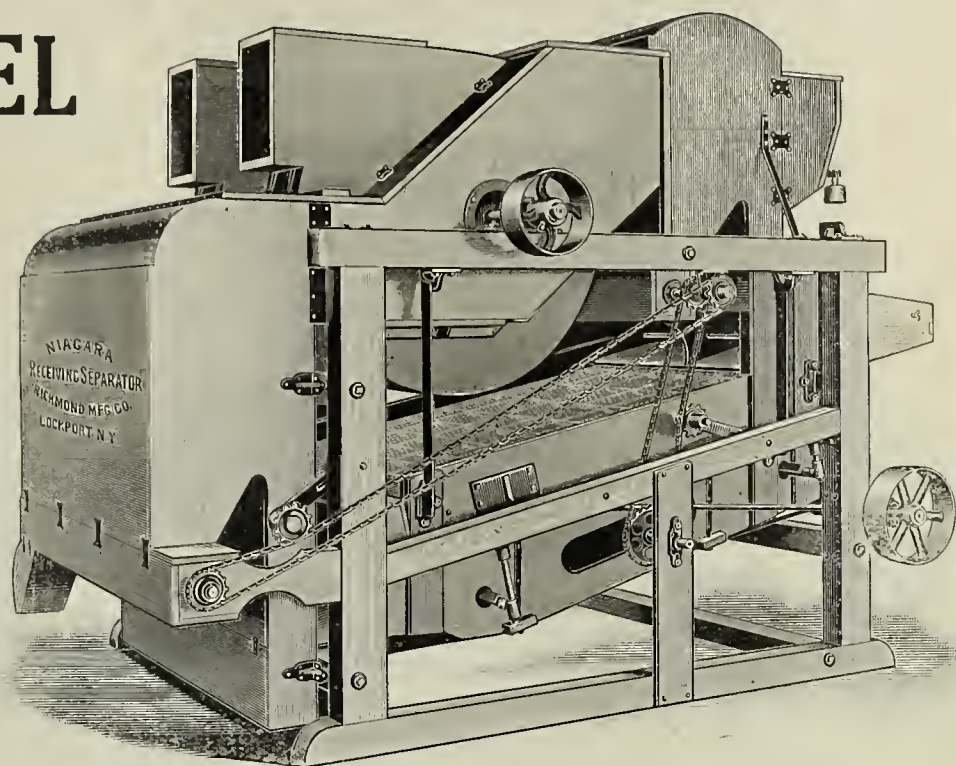
McDANIEL GRAIN DRIER

Will remove from grain any percentage of moisture desired. Hot or cold air or both can be used.

Built for any capacity.

Guaranteed satisfaction.

Hundreds in daily use.



NIAGARA RECEIVING SEPARATOR

Especially adapted for cleaning all kinds of grain. Steel sieves. Deep ring oiling boxes. Cleaners that keep the sieves clean at all times.

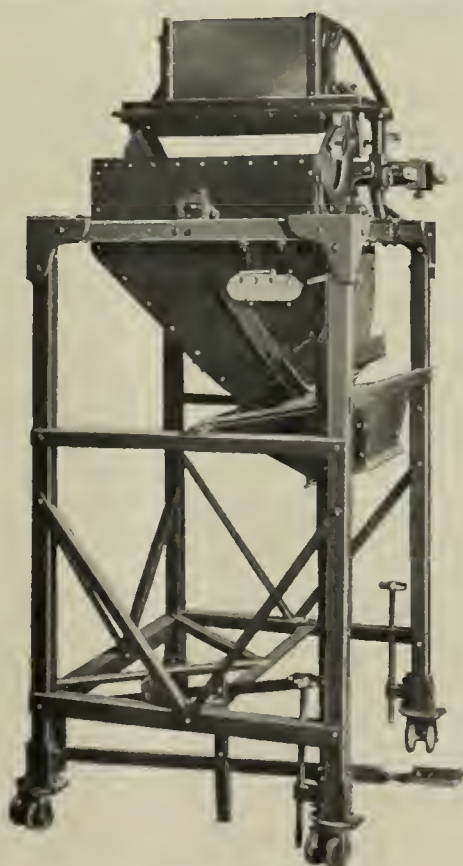
Built of steel, wood, or wood covered with steel, in capacities from 30 to 4000 bushels per hour.

Write Us

RICHMOND MANUFACTURING CO., Established 1863 **Lockport, N. Y.**

NOT A BILL OF EXPENSE BUT A SOURCE OF REVENUE

Enables Shippers to Collect Claims — Requires No Repairs — Occupies Small Space — Most Economical to Install



PORTABLE BAGGER

Write for Catalog.

No Bother to Operate — Never Gets Out of Order — Will Not Rust or Wear Out — 60 Days' Trial

National Automatic Scale Co.
Bloomington, Illinois

The Sidney Line

Corn Shellers
Cleaners
Wagon Dumps
Green Feeders
Manlifts
Heads and Boots
Steel Spouts



Smith's Wood Roller Wagon Dump

Everything in Power Transmission

Everything to Complete an Elevator Equipment

Groveport, Ohio, Jan. 3, 1910

Gentlemen:—In the fall of 1907 we bought of your company the following machinery: 7 M. O. Chain Drag Feeders, 6 Wood Roller Overhead Wagon Dumps and 1 No. 2 L. H. Over Discharge Sidney Fan Corn Sheller. We have used this machinery for two seasons and it has given entire satisfaction.

Before installing this machinery, we used the drag belt and the old fashion rail dump, and they were both a source of annoyance and were frequently giving us trouble. We have used several different makes of corn shellers, but we have never used one that has given us as little trouble as the Sidney.

Very truly yours,
BAUM & HERR

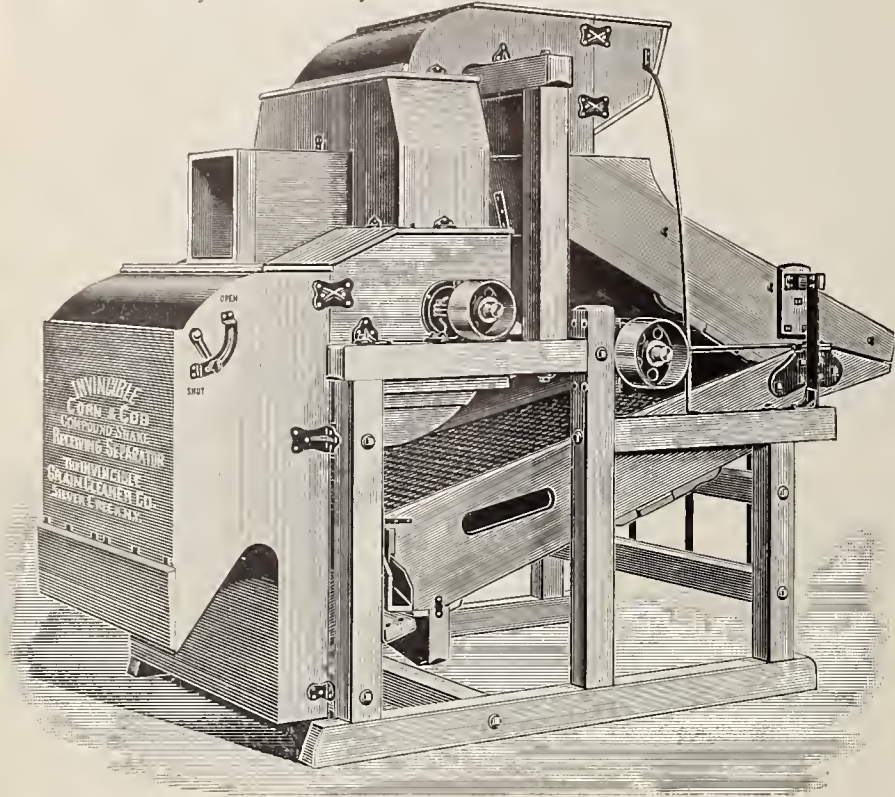
MANUFACTURED BY

The Philip Smith Mfg. Co., Sidney, O.

A Stock of Machinery and Supplies at Enterprise, Kans.

More of the INVINCIBLE Corn and Cob Separators

are being sold and used today than all others combined—
There is but one reason for it—they do the work better than others.
Let us send you one today.

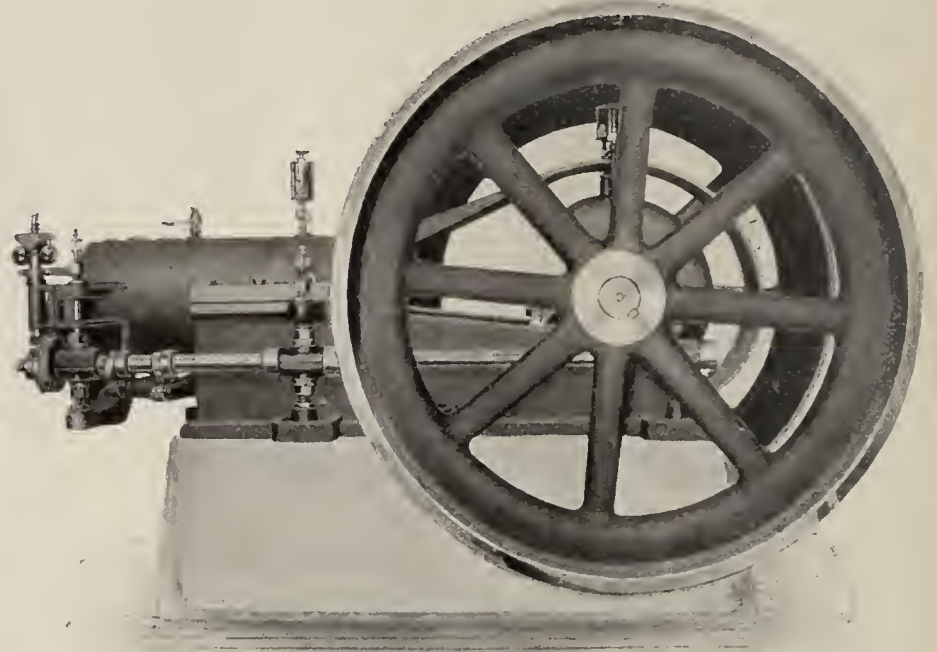


INVINCIBLE GRAIN CLEANER COMPANY SILVER CREEK, N. Y., U S. A.

REPRESENTED BY
J. H. Pank, 512 Traders' Bldg., Chicago, Ill.
F. J. Murphy, 225 Exchange Bldg., Kansas City, Mo.
The Strong-Scott Mfg. Co., Minneapolis, Minn.
C. L. Hogle, 526 Board of Trade, Indianapolis, Ind.
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J. J. Ross Mill Furnishing Co., Portland, Ore.
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Gas Power for the Elevator

*Place a St. Marys Gas Engine in
your elevator and stop your coal bills.*



The gas engine in the elevator is the most up-to-date power that can be used.

CLEAN POWER. SAFE POWER.

Low cost of operation. Always ready without keeping up steam.

With a St. Marys engine all the fuels may be handled with ease:—gasoline,
distillate, naphtha, kerosene, producer and natural gas.

2½ to 480 H. P.

ST. MARYS MACHINE CO.

Factory:

ST. MARYS, OHIO

"EUREKA" Patented Grain Dryer Cooler and Conditioner



Dries and aerates uniformly and economically wet or damp grain.

Our claims are substantiated by users.

Here is the system and what the user reports.

The S. Howes Company,
Silver Creek, N. Y.

Toledo, Ohio, July 2nd, 1910.

Gentlemen:

We have your letter of the 1st inst., and are returning the Bond under separate cover, as we consider the Dryers all that you represent them to be.

We have given them a severe test, and they have proven satisfactory. The drying is uniform, and the capacity is larger than they were purchased for.

The corn on which they were tested contained before drying 19 and 20% of moisture, and the tests show that 5% was taken out of corn dried at the rate of 800 bushels per hour, and 2% at 1200 per hour.

The principles are correct and we are well pleased with our plant. Wishing you success, we remain, Very truly yours.

The East Side Iron Elevator Company,
A. W. Boardman, Sec'y.

We cover our guarantees with a Bond. We accept all the responsibility

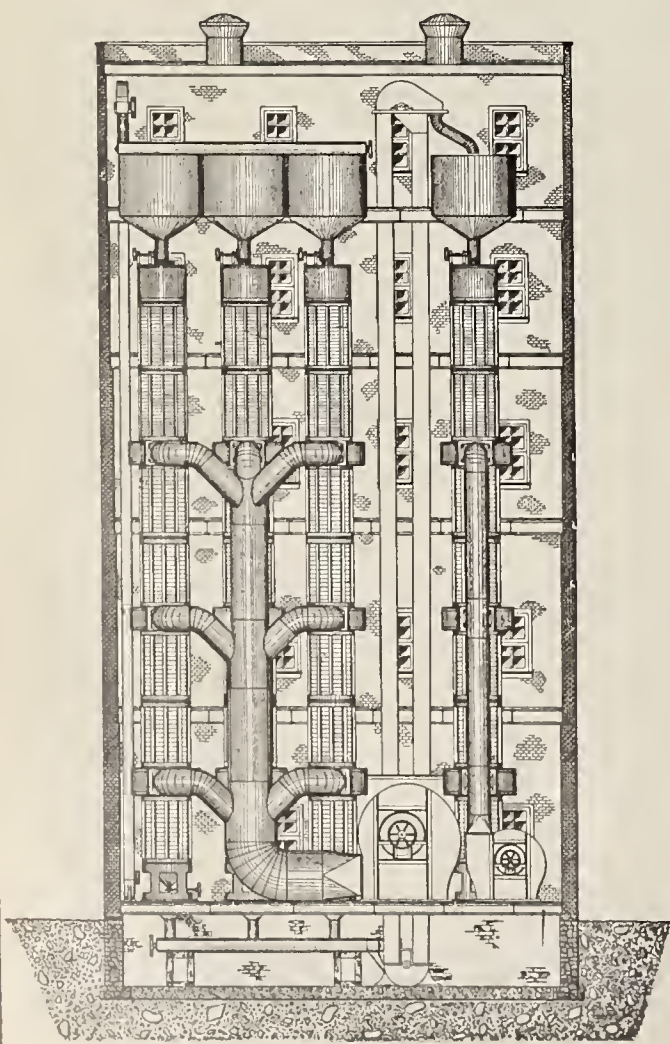
SOLE MANUFACTURERS

The S. Howes Company

Originators of the Highest Grade Grain Cleaning Machinery

"EUREKA WORKS"

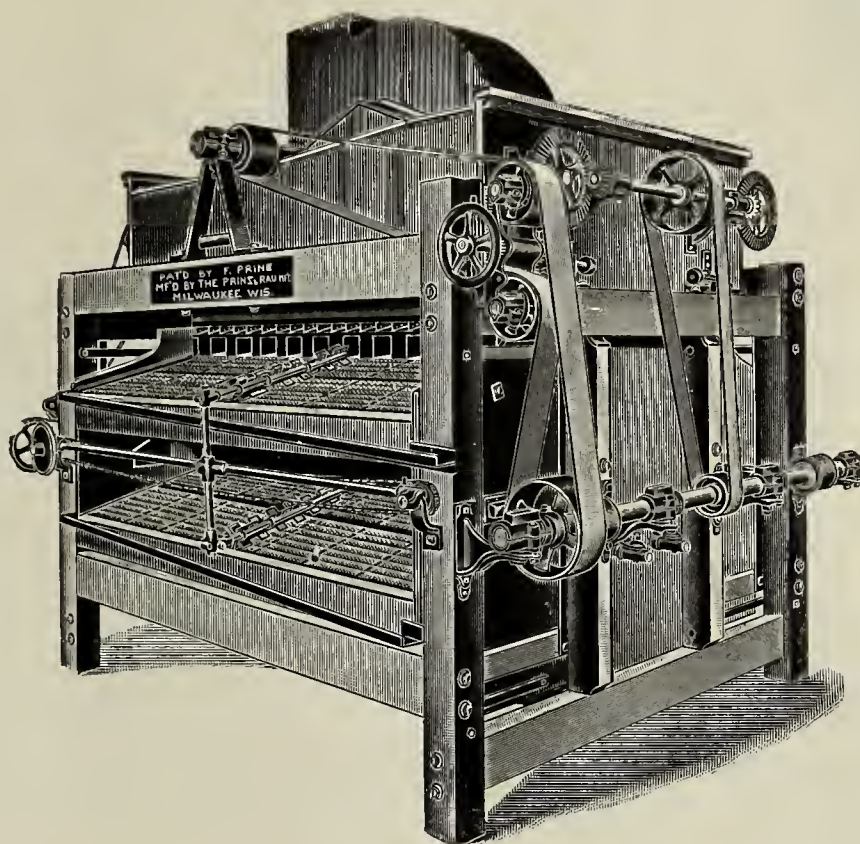
SILVER CREEK, N. Y.



Two Machines In One

THAT IS WHAT YOU GET IN A

Prinz Automatic Separator



TWO GRADES OF GRAIN CAN BE TREATED
INDEPENDENTLY AND AT THE SAME TIME

Perfect Cleaning===Durability===Ease of Regulation

The screens are of sheet steel, with seed screen at head of each sieve—built to stand hard usage.

Automatic gate, spreading grain entire width of each sieve—no lost surface.

Patented automatic traveling sieve cleaner—the first and best of its kind.

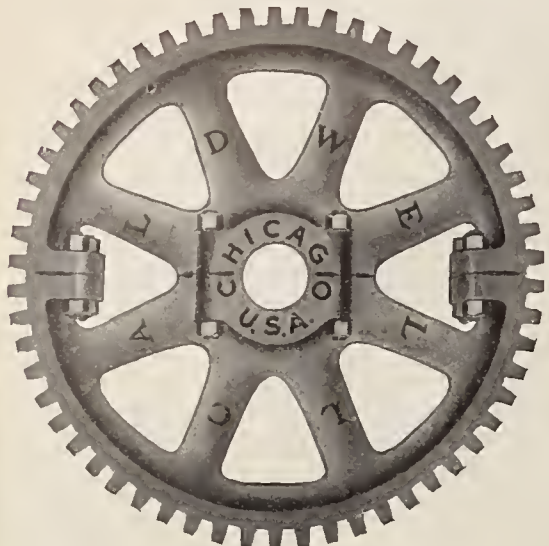
Compact design, occupying minimum space per bushel capacity.

Write for further information

THE PRINZ & RAU MFG. CO.
MILWAUKEE, WIS.

Represented by A. H. Kirk, 1-A Chamber of Commerce, Minneapolis, Minn.; F. E. Lehman, 124 Board of Trade, Kansas City, Mo.;
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Machine=Molded Gears



We manufacture a very complete line of Gears 1-inch pitch and larger; they are noted for their strength, durability, true rims, accurate pitch and smooth running. Hence they are highly efficient and economical. If you use gears you should have our Catalog No. 34.

H. W. CALDWELL & SON CO., Western Avenue, 17th to 18th Sts., **Chicago**

NEW YORK, Fulton Bldg., Hudson Terminal, 50 Church Street.

Will You Need Elevator Machinery or Supplies This Year?

Prices are advancing—order early, or send for estimates. Best goods—best prices.

GRAIN DEALERS' SUPPLY COMPANY
305 South Third Street Minneapolis, Minn.

General Agents for Avery Automatic Scales for Iowa, Minnesota and the Dakotas. They are accurate, durable, simple.

Elwood's Grain Tables

Show the value of any number of bushels or pounds of **WHEAT, RYE, OATS, CORN or BARLEY** at any given price from 10 cents to \$2.00 per bushel. One of the most useful books ever offered to millers. Indorsed by prominent millers and grain dealers. Bound in cloth, 200 pages. Mailed on receipt of price

\$1.25

Mitchell Bros. & Co., 315 Dearborn St., Chicago, Ill.



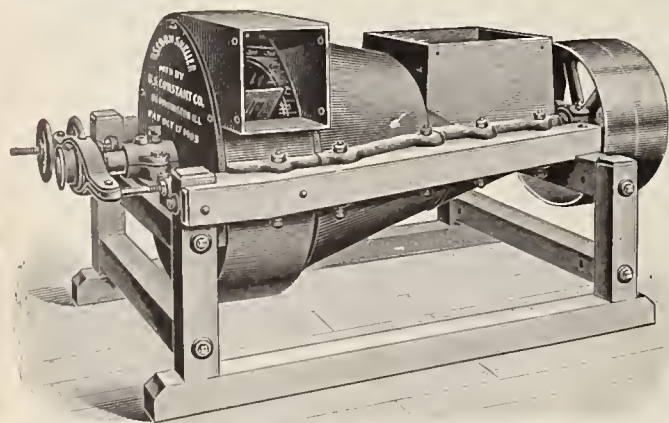
The CONSTANT MAN LIFT

IS ALWAYS READY TO SERVE YOU

It is a pleasure to go to the cupola as the Ball Bearings make it the easiest operated Manlift on the market. The Safety Catch makes it safe. It is quickly adjusted for different weight men and, best of all, the Fire Insurance Company write us they will give users a credit on rates. State distance between floors and receive our Net Price.

The U. S. FAN DISCHARGE CORN SHELLER

has exclusive features which makes it the best of its kind.



For instance the **QUICK REPAIR** advantage makes it worth more money to you on a busy day than you realize. Only 30 minutes, or less, to renew a shell or other casting. Lock wheel Adjustment on all our Shellers. Takes up less space, is positive and can be operated while Sheller is full of corn and running.

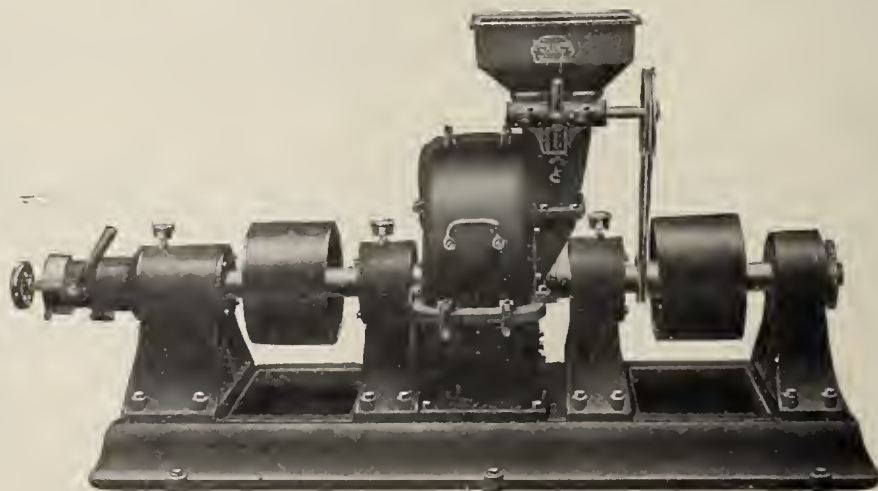
NO MORE SUPERFLUOUS CRACKED CORN.

Send us your specifications for lump price.

B. S. CONSTANT CO., Bloomington, Ill.

Traveling Representative: N. A. GRABILL, Anderson, Ind.

A New Epoch in Feed Grinding



The Monarch Ball Bearing Attrition Mill

Now put on the market for the first time.

We guarantee a saving of **one-third** in power with this new mill.

No more shut-downs for hot bearings.

Full particulars on request.

Sprout, Waldron & Company

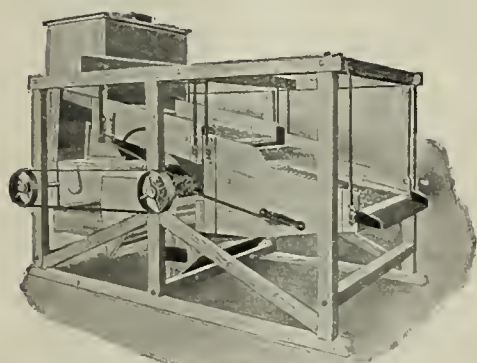
Box 320

MUNCY, PA.

Machines to Handle the Corn Crop



Victor Corn Sheller



Cornwall Corn Cleaner

Prospects are good for an immense corn crop this year.

Are you prepared to handle it?

It will pay you to investigate our complete line of Corn Shellers and Cleaners.

The Victor Corn Sheller and Cornwall Corn Cleaner are standard machines of their class. These machines will enable you to handle it to best advantage. For efficiency, capacity, strength and durability they have no equal.

We also make Feed Mills with Ball or Standard Bearings, Separators of all kinds for Mills and Elevators, Scourers, Aspirators, Grain Dryers of all capacities and Cereal Mill Outfits.

SEND FOR LATEST CATALOGUE

BARNARD & LEAS MFG. CO.

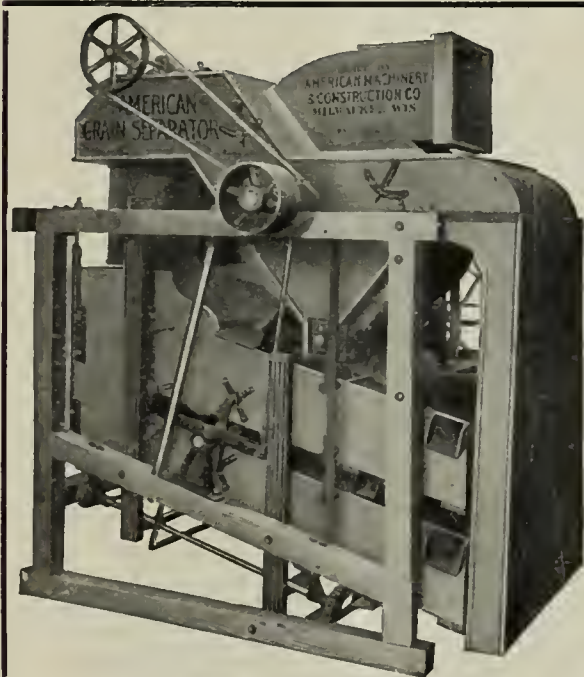
Mill Builders and Mill Furnishers

MOLINE, ILLINOIS

SPECIAL SALES AGENTS

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W. S. Brashear, 421 E. Pine St., Springfield, Mo.
Wm. Ebert, 2028 Midland Avenue, Louisville, Ky.
C. B. Donaldson, 568 Oak Street Columbus, Ohio

H. J. Creager, P. O. Box 1595, Salt Lake, Utah.
Geo. J. Noth, Tel. Harrison 5597, 402 Monadnock Block, Chicago
U. C. Darby, Williamsport, Md.
Willford Mfg. Co., Minneapolis, Minn.



Perfect Pneumatic Cleaning, combined with thorough sieve separations are possible only with the American Grain Separator

¶ Not only does this machine clean more thoroughly, at a much greater capacity than any other, but it also saves 50% in power. It is entirely automatic in operation, requires much less space, runs absolutely quiet, and therefore does not have to be braced to keep it in place.

¶ It is the only grain cleaner which will extract positively all refuse of a lighter nature than the grain to be cleaned. It pneumatically extracts impurities that it is impossible to extract by any other method or device.

Write now for full information, which will be of great value to you.

American Machinery & Construction Co.

MILWAUKEE, WISCONSIN

Want ads. In this paper bring results.
Rates on application.



YOU'LL BE HAPPY
WITH A
"NEW ERA"
Passenger Elevator
It is the **EASIEST RUNNING**
SAFEST
BEST

It has many exclusive features.
Write for
information and prices.

Sidney Elevator Mfg. Co.
SIDNEY, OHIO.

NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump-Jacks, Grain Elevator Machinery and Supplies.

Made in Several Sizes, Both Stationary and Portable Styles.



POSITIVELY GUARANTEED to shell either shucked or unshucked corn faster, with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market. Send for Catalogue.

SPEAKS FOR ITSELF

Gainesville, Texas, May 12, 1908.
Marseilles Mfg. Co., Marseilles, Ill.—Gentlemen:—We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 15 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; require less power in proportion to capacity, are more durably constructed and cost less, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours. KEEL & SON. By J. Z. Keel.

MARSEILLES COMPANY, East Moline, Ill.

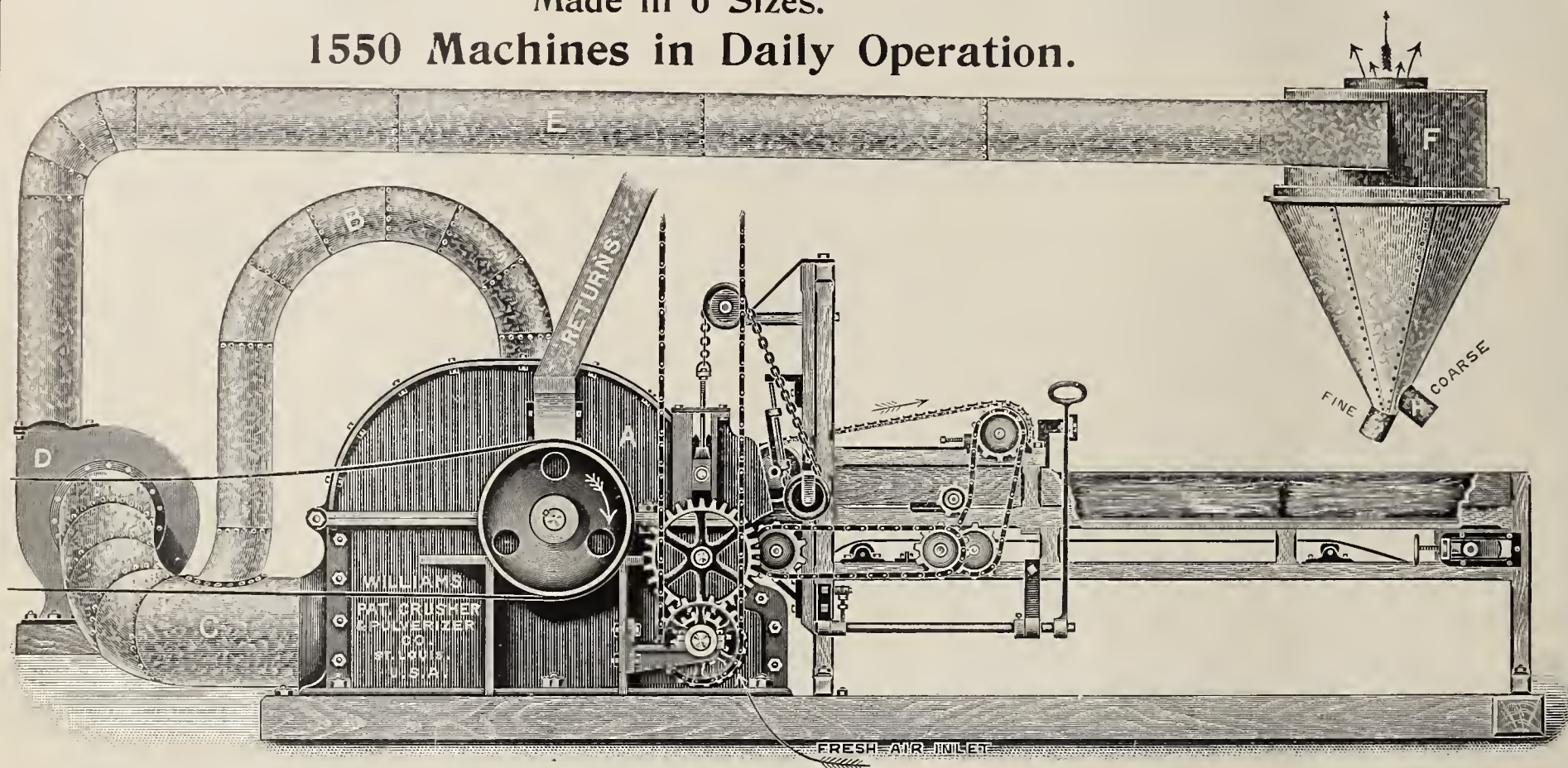
Branch Houses and General Agencies at Principal Distributing Cities.

SCRAP that troublesome Alfalfa Grinder and put in the WILLIAMS SYSTEM—Make Some Money for your Stockholders—GET RESULTS. You can only get such results from

The Williams Patent Alfalfa Grinding System

Made in 6 Sizes.

1550 Machines in Daily Operation.



THE ONLY VERSATILE FEED GRINDER EVER PRODUCED

They will reduce EAR CORN with the HUSK on.
They will reduce ALFALFA HAY from the BALE or from the STACKS.

They will reduce ALFALFA HAY and EAR CORN together.

They will reduce ALFALFA HAY and SHELLED CORN together.

They will reduce ALFALFA HAY and OATS together.

They will reduce ALFALFA HAY and FODDER OF ALL KINDS, with the CORN on.

They will reduce ALFALFA HAY and PEA VINES.

They will reduce EAR CORN ALONE or SHELLED CORN ALONE.

They will reduce OATS ALONE.

They will reduce ALFALFA HAY and two other kinds of CEREALS at the same time, as each machine has three separate feeding places.

We have a corps of competent milling engineers in the field making estimates and taking contracts for the installation of complete alfalfa meal plants, from the stump up.

For Further Information
Write for BULLETIN No. 7

They will reduce ANY FORAGE material or CEREAL, together or separately.

They will reduce GREEN CORN from the field.

They will reduce CLOVER HAY, TIMOTHY or ANY KIND OF STRAW.

They are CUTTERS when desired, GRINDERS when desired and SHREDDERS when desired.

They are COB CRUSHERS when desired.

They will reduce COARSE OR FINE by changing cages.

They will reduce OAT HULLS, RICE HULLS, FLAX SHIVES or any other FOOD MATERIAL.

They produce two grades of goods AT THE SAME TIME, coarse or fine, BY OUR COMBINED SYSTEM OF COLLECTING AND SEPARATING.

They WILL GIVE DOUBLE THE CAPACITY FOR THE POWER EXPENDED AND COST FOR REPAIRS OF ANY KNOWN GRINDER ON EARTH.

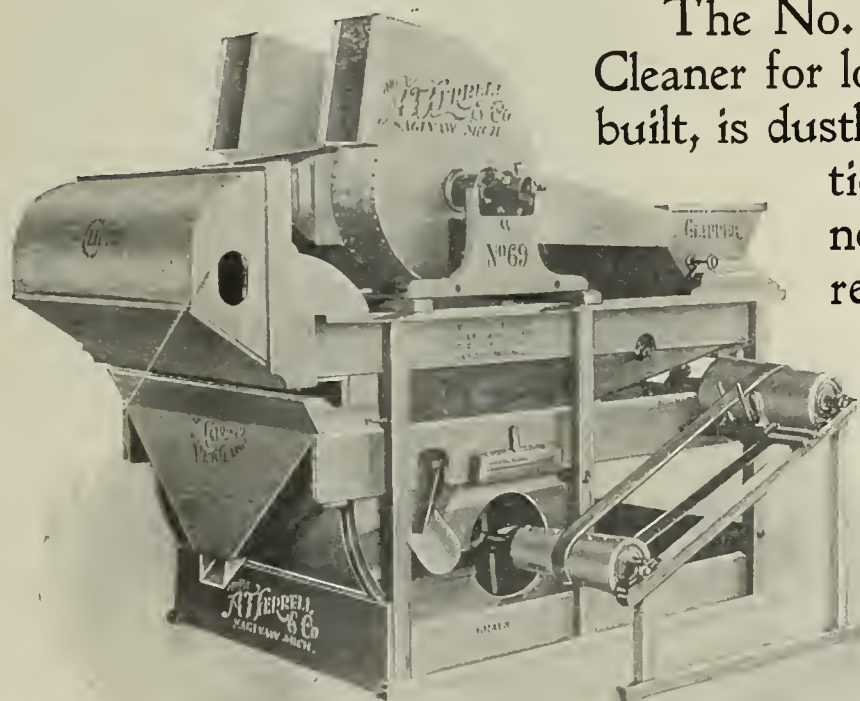
Write for Catalog of the Noxon
Automatic Hay, Meal and All Around Feeder

Southwestern Representative: A. G. Olds, Care Manhattan Hotel, Wichita, Kan.
Pacific Coast Representative: O. J. Williams, 428 Monadnock Bldg., San Francisco, Cal.
Texas Representative: D. J. Hayes Co., 615 Washington Ave., Houston, Texas.

THE WILLIAMS PATENT CRUSHER & PULVERIZER COMPANY

2701 North Broadway, ST. LOUIS, MO., U. S. A.

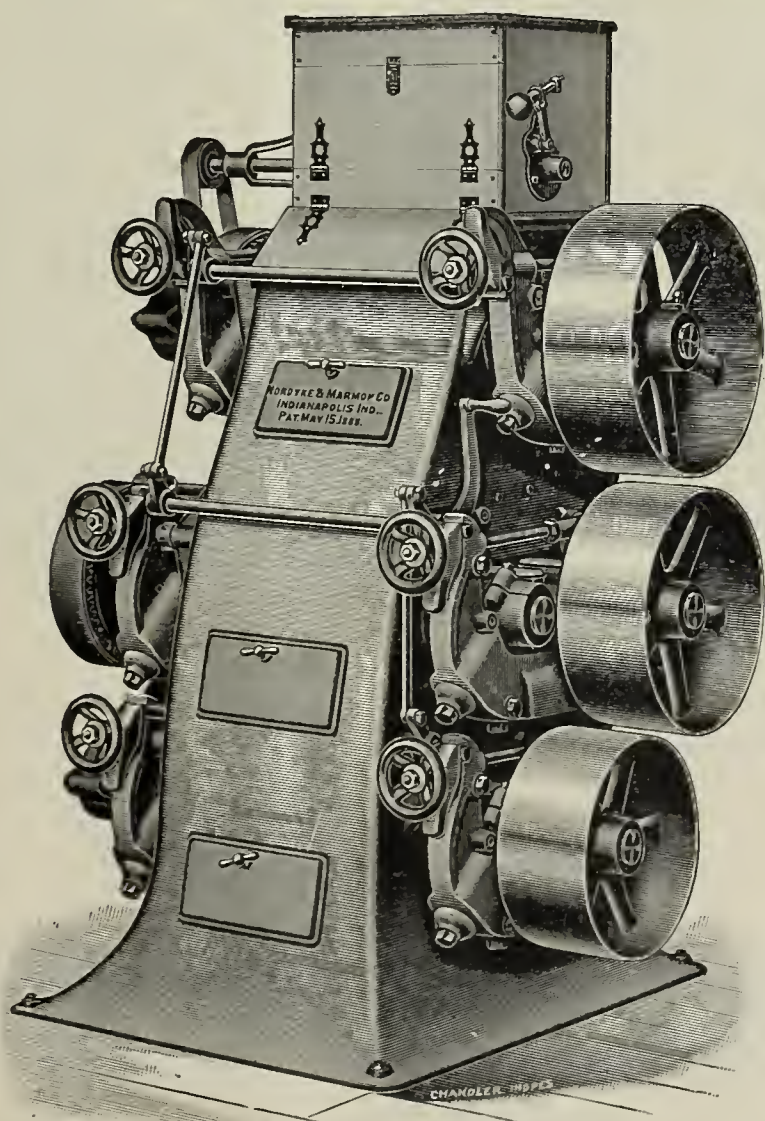
"CLIPPER" Grain and Corn CLEANERS



The No. 69 Clipper is a first class grain receiving Cleaner for local elevators. It has large capacity, is solidly built, is dustless and will make the most difficult separations. It is simple, strong, convenient and will not easily get out of order. It requires less for repairs than any other Grain Cleaner on the market and is always ready for business. Ours is the only successful combination cleaner on the market. We give a 30-day guarantee with each machine.

If you are looking for the best cleaner, we would be glad to show you what we have. Our line of clover seed cleaners are strictly up to date. All sizes and capacity. We can furnish machines with Traveling Brushes, Air Controller and all modern improvements. Send for catalog and discounts.

A. T. FERRELL & CO., :: SAGINAW, W. S., MICH.



The N. & M. Co.

THREE-PAIR-HIGH SIX-ROLLER MILL

The most substantial, most economical in cost of maintenance. Has great capacity and requires comparatively small power. The only Six-Roller Mill with drive belts properly arranged to place the belt strain on bottom of bearings, where it belongs. It is not the cheapest mill in first cost, but it is by long odds the cheapest in the long run. It is without question the best roller feed mill on the market. Feed grinding pays best when you have a mill which will do perfectly any kind of grinding required and stand up under hard work without breakages and delays.

Send for Catalogue

ELEVATOR SUPPLIES

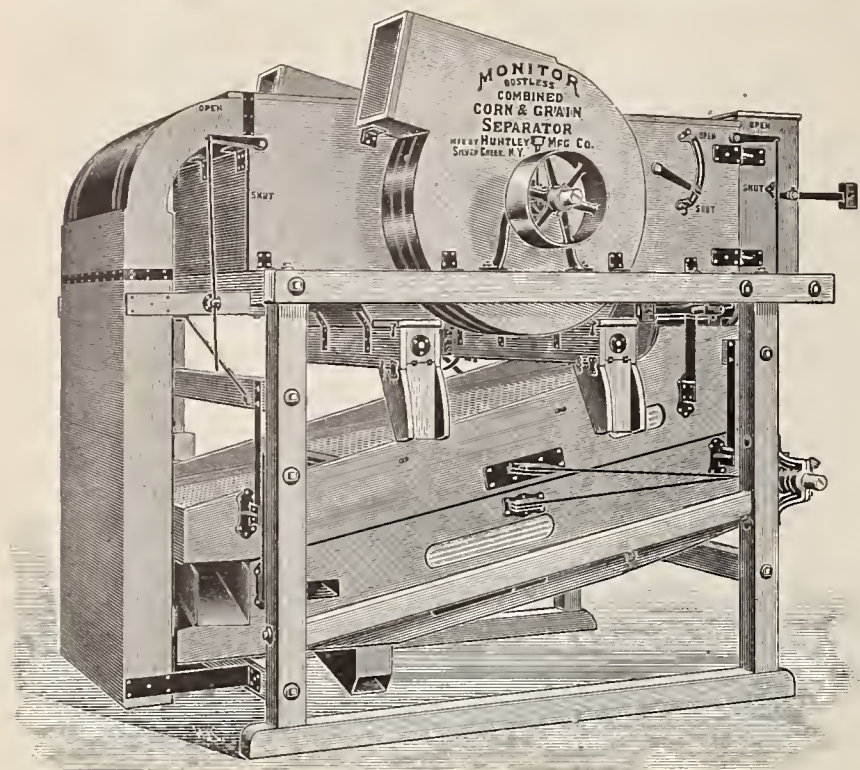
We carry a complete stock of Heads and Boots, Elevator Buckets and other Elevator Supplies. All orders are given the very best of attention.

Nordyke & Marmon Company

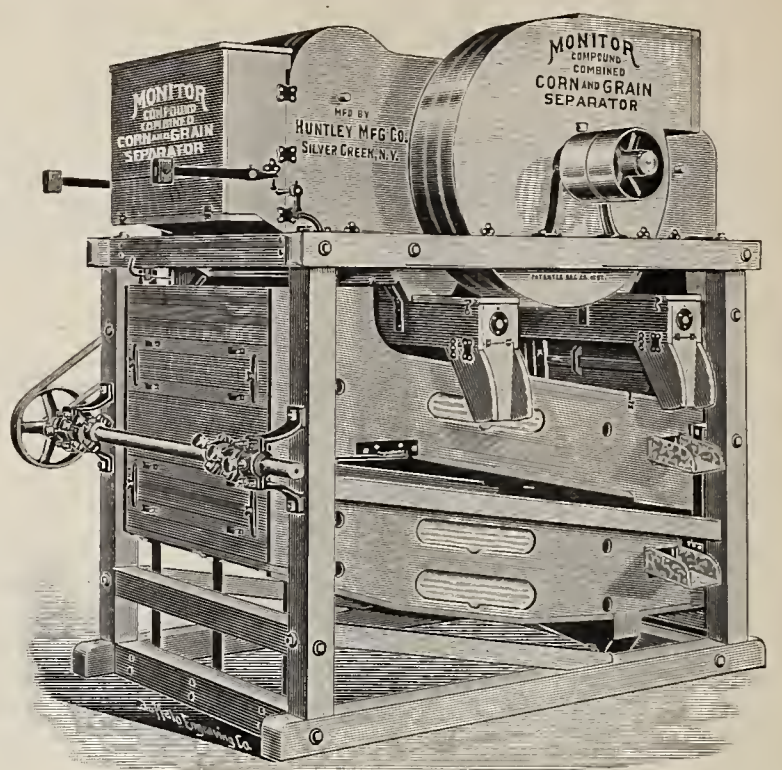
America's Leading Flour Mill Builders

Established 1851

INDIANAPOLIS, IND.



STYLE "A"



STYLE "B"

MONITOR COMBINED CLEANERS

QUICK WORK

is what your desire in cleaning grain. One of these machines in your elevator makes possible the cleaning of grain in the quickest manner known. The cleaning work is conducted with greater ease. Less time care and attention required for the many changes necessary where all kinds of grain are handled. Why use two cleaners if one will answer? Why not get posted on this new cleaner—it will simplify cleaning in your elevator as it has in hundreds of others.



TWO KINDS OF GRAIN CLEANED WITHOUT CHANGING SCREENS

The sieve cleaning outfit in these Monitors consists of two units—the ordinary type of elevator Cleaner has but one. On the standard type of elevator grain Cleaner, if a change from one kind of grain to another is desired, it is necessary to stop the machine, remove the screens and insert others. This is avoided on the "Monitor Combined." On the Monitor a change from one kind of grain to another is accomplished by shifting the feed distributing lever, directing the flow of grain to either of the two complete screen cleaning outfits while machine is in motion. Embodied in the "Monitor Combined" are a great many advantageous improvements for which Monitors are famous. They are all patent-protected—no other cleaner has them. We guarantee ease of regulation and absolutely accurate sieve and air separations on either coarse, medium or fine work.



HUNTLEY MFG. CO., Silver Creek, N. Y.

MINNEAPOLIS, MINN.—A. F. Shuler, 316 Fourth Avenue, South
CHICAGO, ILL.—F. M. Smith, 608 Traders Building
PORTLAND, ORE.—C. J. Groat, 404 Concord Building
KANSAS CITY, MO.—J. H. Henderson, 1 Board of Trade

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JACKSON, MICH.—A. H. Smith, 206 Lansing Avenue
AKRON, O.—A. S. Garman
OWEGO, N. Y.—J. H. Foote

The American Elevator and Grain Trade

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

VOL. XXIX.

CHICAGO, ILLINOIS, NOVEMBER 15, 1910.

No. 5.

B. & A. ELEVATOR AT EAST BOSTON.

The export facilities of Boston have been greatly added to by the completion and opening of the 1,000,000-bushel elevator for the Boston & Albany Railroad (New York Central & Hudson River Railroad Co., Lessees), which was designed and erected by the Witherspoon-Englar Co., of Chicago. Work

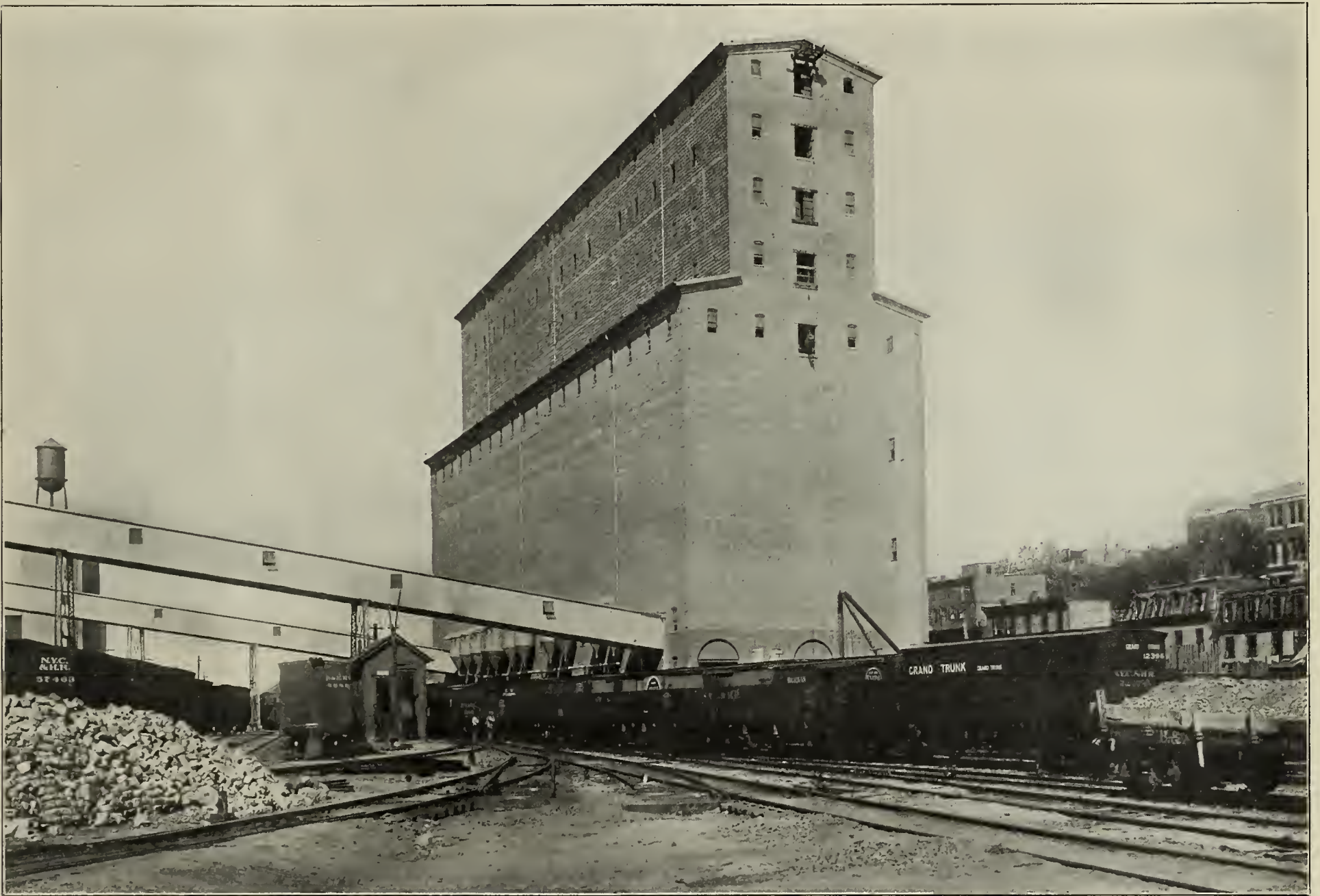
nished by the Sykes Steel Roofing Co., and all floors are of reinforced concrete.

There can be 250 cars unloaded per day of ten hours and the grain loaded out into ocean-going ships at the rate of 40,000 bushels per hour. Four ships can be loaded at one time.

In the machinery equipment there are 19 legs in all, six of which are receiving legs, six are for ship-

Scales of 96,000 pounds capacity each and eleven Fairbanks Shipping Scales of 48,000 pounds capacity each.

The conveyor system is well shown in our illustration. It includes six lines. There is one on each side of the Clyde Street pier; one on each side of the Cunard pier, and one on each side of the Leyland pier. Over a mile of belting is in operation



NEW MILLION-BUSHEL ELEVATOR FOR THE BOSTON & ALBANY RAILROAD AT BOSTON, MASS.
Witherspoon-Englar Co., Designers and Engineers.

started in June, 1909, and was completed on October 1 of this year.

The elevator is of steel construction, covered with brick and tile and is of course fireproof. It is located on the east side of Marginal Street, in East Boston on Boston Harbor.

In size the elevator is 270 feet long, 73 feet wide and 186 feet high. The foundation is of reinforced concrete and rests on 2,600 piles. The bin story contains 192 hopper-bottomed steel bins which rest on steel columns and girders. All of the first story columns and extra columns for the cupola are incased in tile. The end walls of the elevator and the side walls as far as the side roofs are covered with heavy brick walls, while the side walls of the cupola are covered with tile. The roofs are of book-tile covered with composition. The windows have metal frames and wire glass fur-

ping and five for cleaning and transferring purposes, while two serve the Hess Driers. There are ten cleaners, five Eureka Compound-Single Receiving Separators and five Eureka Compound-Shake Double Receiving Separators, of the S. Howes Co.'s make.

The cleaners are arranged in pairs alongside the cleaner legs on the first floor. The double receiving separators are equipped with two fans and two shoes, making two aspirations, one on the head as the grain leaves the feed hopper and passes to the scalping screen, and the second as the grain leaves the machine. The five single receiving separators make one aspiration on the head. All of the machines are latest improved designs and are covered outside and inside with sheet steel.

The weighing is done on six Fairbanks Receiving

in these conveyors and all is 36-inch in width. This belting, as well as the entire belt equipment, was furnished by the Gutta Percha and Rubber Mfg. Co., of Chicago. The fire protection includes fire service lines with hose and reels on each floor.

All machinery is electrically driven and was furnished by the Webster Manufacturing Company of Chicago, Ill. In a separate building is housed a No. 10 Hess Drier. It is composed of three units, and has a daily capacity of 50 to 75 carloads.

The elevator made its first foreign shipment on October 18, when 86,000 bushels of grain were loaded by the elevator into the SS. Devonian of the Leyland line for Liverpool.

Barkely Bros., on a farm near Jackson, Miss., gathered 137 bus. per acre of corn on a plat of ten acres.

[For the "American Elevator and Grain Trade."]
**DAMAGES RECOVERABLE IN THE STATE
 COURT FOR LOSS CAUSED BY
 INTERSTATE CARRIER.**

BY J. L. ROSENBERGER,
 Member of the Bar of Cook County.

An elevator company having received a proposition from a grain company to purchase 100,000 bushels of corn to be delivered in New Orleans, looked up the question of rates from the tariff it had been furnished, and which had been posted for public inspection, and by inquiry of the local freight agent, going so far as to even have the latter make inquiry of the railroad company's commercial agent at another point. Believing from this, and being so assured, that the rate was 10 cents per 100 pounds, it entered into a contract for the sale of the corn, freight prepaid. When it came to making the shipment, it was notified that the tariff rate was 13½ cents. The elevator company thereafter sued the railroad company for damages and obtained a judgment for \$1,960.

In affirming that judgment, the Court of Appeals of Kentucky says (Illinois Central Railroad Co. vs. Henderson Elevator Co., 127 Southwestern Reporter,

ter be maintained in a state court? Would the enforcement of a judgment like the one in the case at bar have the effect to render nugatory the act with reference to interstate commerce or the powers of the Commission created thereby? It is certain that at common law a party could bring an action in a state court to redress a wrong such as is described in the petition in this case. And this court is unable to see why a shipper who has sustained damages by reason of a common carrier's failure to comply with this act cannot maintain an action for redress in a state court. He does not, in doing so, conflict with, abridge, or alter in any way the powers granted by the act to the Interstate Commerce Commission, nor does he in any way violate the provisions of the act; but, to the contrary, he tends to aid the Commission in the proper enforcement of the law by making the common carrier more prompt in complying with the provisions of the act. Moreover, from some of its decisions this court concludes that the Supreme Court of the United States recognizes the right of a shipper to enforce, in a state court, a claim for damages that is not repugnant to the statutes and the enforcement of which would not deprive the statutes of their efficacy.

It further concludes that the enforcement of the

THE FACTS IN THE CASE.

The co-operative newspapers and the farm papers of the West making a specialty of working the farmer into co-operative enthusiasm after the manner of Farmers' Unions, Equity Societies and the rest, have been indulging themselves of late in many congratulations over the "definitive decision" on the "penalty clause" rendered by an Iowa justice of the peace, who ruled that the said penalty clause was valid. This case is what is known to the initiated in Iowa as the "Beers Case," the history of which, by Wright & Sargent, attorneys at Sioux City, was as follows. It is worth reading, in the light of the flood of buncomb on the matter that has been poured out by the press. Messrs. Wright & Sargent say under date, October 25:

"We were employed, in justice's court, by Mr. Beers to defend against the collection of a penalty imposed by the Farmers' Elevator Company against Beers upon the charge that he had sold his grain to a competing buyer, he being at that time a stockholder in the Farmers' Elevator Company.

"We tried the case before the justice of the peace at Doon, in which case a trial was called. The jury found against Mr. Beers and allowed the plaintiff a recovery of a judgment for one-half the amount of the claim. We appealed the case to the District Court of Lyon County, Iowa, and the case was to be tried at the term of the court there just concluded.

"We prepared for trial and briefed the case quite fully, but upon the case being reached, plaintiff's attorneys dismissed the cause.

"It is quite evident that he became satisfied that no recovery could be had on the claim in the District Court.

"In this case, after the corporation was formed and after Mr. Beers became a stockholder, the directors passed a resolution providing, in substance, that in case any stockholder of the company should sell his grain to any competing buyer, without first offering it to the Farmers' Elevator Company, then he should be liable to a penalty fixed in the resolution.

"Our defense was, first, that the directors had no authority under their charter to pass a resolution of that kind, binding upon a stockholder after he became such stockholder, and that it was beyond the power of the directors to affix a penalty against such stockholder.

"Second: That if the corporation otherwise had the power to pass such a resolution, the penalty could not be enforced against the stockholder, for the reason that the action of the directors attempted was in restraint of trade and attempted to prevent the free and unrestricted right to dispose of his own individual property as he pleased.

"Our examination of the question involved in this case satisfied us that the penalty could not be enforced, and we have no doubt that plaintiff's attorney came to the same conclusion; at least, his judgment procured in justice's court was set at naught by dismissal of the case in District Court, and the Farmers' Elevator Company had, of course, to pay all the costs in both courts."

WEIGHING IN MINNESOTA.

H. O. Brown, state grain commissioner of North Dakota, stationed in Minnesota, in a recent report points out many alleged irregularities in weights of wheat unloaded at mills and railway stations where no state weighers are employed. He complains, moreover, that the weighers at these non-official places issue weight certificates which have the appearance of the official state certificate of weights, having printed or stamped upon it the state seal of Minnesota, excepting it is signed by the private weigher instead of the state weigher. In most instances these imitation certificates would pass as between persons not well-informed as the regular state certificate of weights.

P. P. Quist, state weighmaster, corroborates Mr. Browne by saying that the imitation certificates are issued by private weighers, and added that all persons issuing such certificates were committing



SHOWING THE BELT CONVEYOR SYSTEM OF BOSTON & ALBANY RAILROAD ELEVATOR AT BOSTON, MASS.

779) that the railroad company contended that the judgment should be reversed because the state court had no jurisdiction to try the action; that the Interstate Commerce Commission should have been applied to and asked to remedy the wrong, if any; that to uphold judgments obtained under circumstances like those surrounding this case would have the effect to render the act regulating interstate commerce ineffectual and nugatory.

It is well established by the opinions of the United States Supreme Court that when a common carrier makes its schedule of rates and files such schedule with the Interstate Commerce Commission and that body approves and promulgates them as the act requires, the parties, the carrier and shipper, must observe them; and any known departure therefrom will subject them to a fine of not less than \$1,000 nor more than \$20,000 for each offense. But that did not apply to this case. There was no deviation from the rates as approved by the Commission. The increased rate was paid by the elevator company as the act required, and its action was not brought to recover the amount paid above the 10 cents or for an unreasonable charge of freight rates. Its action was founded upon the idea that it was damaged by the railroad company on account of its failure to perform a manifest duty required of it by the act of Congress in failing to post in its office in Henderson, Ky., its changed tariff rate, by which failure and wrong the elevator company was induced to enter into a contract with a third party to its damage.

The questions are: Can an action of this charac-

elevator company's claim in this case would not have the slightest tendency in either of those respects; but, on the other hand, it was consonant with the enforcement of the act and would aid the Commission with regard thereto.

COTTON BILLS OF LADING.

The New York and London bankers, the latter through their representatives, Sir Edward Holden, chairman of the London City and Midland Bank of London, seem to have come to an agreement upon the matter of cotton bills. A conference was held at New York about October 15, when the conclusion was reached that the only possible solution of this difficulty would be "the creation of a guaranty company with an adequate capital to guarantee the validity of bills of lading and to safeguard against forgery at the moderate cost of six cents to seven cents per bale." Apropos this proposition, Wm. A. Nash of the Corn Exchange Bank of New York said: "We believe that when the company is formed its guarantees will be acceptable to the exchange buyers here, and will be made in the form required by the Europeans."

On October 19 Sir Edward Holden sailed from New York for London and, it is said, took with him proposals of existing guarantee companies to act as a syndicate to guarantee cotton bills, the proposal to be offered for notification by English and Continental Bankers. At least his departure seems to indicate that the difficulty in relation to cotton bills has been cleared up.

a misdemeanor, as the law provides that any weights that are not made under state supervision shall have printed on the certificates in red ink the words: "Not weighed under state supervision." But there is now no state department to prosecute such offenders; the only way they can be punished is for the defrauded person to apply to the county attorney or some regular state prosecuting officer.

Mr. Brown, who acts as defender of the faithful farmer, complains of some shortage at these non-official weighing points; but F. W. Eva, state grain inspector, said that the state weighing office found more trouble with farmers "plugging" their cars, putting in seed or weeds instead of grain, than was found in short weighing by the receiving elevators.

SOUTH AFRICAN CORN.

The August exports of corn from Durban Natal, South Africa, amounted to 71,101 quarters, against 75,716 quarters in August, 1909, and 18,959 quarters in 1907. Of the shipments in August, 1910, 29,647 quarters went to Mexico.

The complete export figures for all ports of South Africa for the last complete season—May 1, 1909,

HUNGARY: GRANARY OF THE WORLD.

BY JULIAN KUNE.

The mining and smelting industry of Hungary dates back to the bronze age. The Romans while in possession of a great part of Hungary, under the name of Pannonia, engaged very extensively in mining. Under the long line of Hungarian kings of the Arpad dynasty, mining formed an important branch of Hungarian industry. Of course, the mining of precious metals and stones engaged mostly the attention and efforts of those ancient miners. Inasmuch as the state derived its largest share of revenue from the mines, mining was encouraged by various grants and privileges granted to people engaged in that industry. Some of those privileges consisted, for instance, in exemption from military service and from taxes, and some other minor benefits. On the other hand, miners were governed by regulations almost as strict as the military of the realm. Miners employed in the government mines, even to this day, have to wear uniforms and are paid regular stipends like soldiers. It is not overstating it to say that in the scientific equipment

erable coal from England and other nearby countries.

THE STATE AIDS INFANT INDUSTRIES.

In one of my former articles I had occasion to refer to the aid, both financial and advisory, which the government of Hungary gives to persons engaged in agriculture. I will now give a few details of how the government aids and nurses infant home industries.

The initial steps for the development of home industries were taken in 1900, when an act was passed by the Hungarian parliament, which besides guaranteeing exemption from all kinds of taxes, which had been formerly granted, furnished salt free to all factories using salt, and granted them the special privilege of getting rebates from all railroads operated by the government, as well from railroads the interest on whose bonds is guaranteed by the state. Some laws, which were recently enacted, grant still greater favors, so much as come into dangerous proximity to socialistic philosophy as expounded by Fourier and Robert Owens. The only check required on all these paternalistic dispensatory acts is the annual "Report of the Minister of Commerce," enumerating the favors granted; otherwise his acts are discretionary. Even the building of tenement houses for the employees of infant home factories has been started, the last budget showing that about forty million dollars were required to carry out this nursing policy of the state.

NUMBER OF INDUSTRIES IN HUNGARY.

In the absence of existing data, I can give but approximately the number of industries now existing in Hungary. There are about seven hundred companies with a paid up capital of 509 million crowns and an aggregate capital of about a billion and a half crowns. Hungary being a large fruit and grain raising country, it has over 67,000 spirit distilleries and only a little over one hundred breweries. This great discrepancy between the number of distilleries and breweries is due to the fact that Hungary, being blessed with cheap wine, does not consume much beer. There are about twenty-five to thirty sugar refineries employing about 20,000 persons. I have mentioned the flour industry in my former articles. It certainly stands after Minneapolis in the front rank; while the clothing industry of Hungary is a very extensive and prosperous one, employing over 300,000 persons.

INSTRUCTION OF APPRENTICES.

The Hungarian government, realizing that the development of home industries requires, besides monetary aid, also efficient craftsmen, has enacted a law by which schools for the instruction of apprentices were established. Every parish which had at least fifty apprentices, who were engaged by contract by the various factories, was compelled to establish an apprentice school, and every apprentice in the parish must attend this school at certain hours of the day. There are two kinds of apprentice schools, general and special, the latter being limited to the larger cities. In these schools all kinds of handicrafts and trades are taught. They are somewhat like our manual training schools, but with this difference, that they comprise a larger scope of trades taught.

INSURANCE FOR THE SICK WORKMAN.

A law, passed as far back as 1891, provides that all industrial employees shall become members of a "Sick Fund Insurance Company," organized under the supervision of the state. This sick fund guarantees free medical attendance in case of sickness, as well as financial aid. If the insured is a woman, she receives an allowance in case of confinement. All funeral expenses, in case of death, are born by the Sick Fund Company. To support this constant drain the employer pays one-third and the employee two-thirds of the premium, which is deducted from his wages. Besides this sick protective institution, there are several casualty companies which insure the workmen against accidents, the premiums of which must all be paid by the employers.

HUNGARY'S EXPORT TRADE.

Having thus far shown to some extent in my former articles the productiveness of Hungary's soil,



STREET SCENE IN BUDAPEST, HUNGARY.

Photo by Felix J. Koch.

to April 30, 1910, were as follows, the figures representing quarters:

Durban	595,519
Cape Town	95,691
Port Elizabeth	52,273
East London	96,007

Total 939,490

The place of origin of this corn by states of South Africa, expressed in quarters was as follows:

Orange River Colony and Bosutoland.....	606,252
Transvaal	195,498
Natal	135,733
Cape Colony	2,007

Total 939,490

W. Wright, farmer and stock feeder, of Quinby, Ia., while at South Omaha, recently said that more corn binders are in use this fall in Iowa than ever before. "Ten acres of Iowa corn will be harvested in the bundle this year," said he, "where one acre was cut during any year previous. Three reasons have encouraged this policy. In the first place, feeding out of the shock is much easier than feeding out of the crib, and does away with late spring husking. In the second place, more feeding will be done, taking the state as a whole, than ever before. Lastly, hay is none too plentiful in many sections; and aside from the big decrease in labor due to cutting, the feeder has the additional value of a roughness that will supplant hay to a large extent. Many silos also have been erected in the last year, making the corn-binder in these sections a sheer necessity."

of mines, Hungary has acted as the pioneer, leading the world in that particular line.

Since the discovery of gold in California and other Pacific states, Hungary has lost its prominence in mining. The United States wrested from Hungary this pre-eminence, as it did the distinction of being the "Granary of the World."

The exploitation of iron and coal, two of the most valuable products of mines, has been but recently started; and it will be some time before it can reach the competing point attained by countries whose industries show a larger degree of development.

There are now about thirteen to fourteen thousand miners engaged in the mines operated by the state. The rich rock salt mines also are worked by the government and constitute a monopoly, but not an oppressive one. The production of precious metals is now on the wane, while the production of iron is rapidly increasing. In 1906 the output had exceeded 17,000,000 meter centners, equal to 1,870,000 tons. The export of iron ore has also materially increased.

Of course the above figures, however insignificant they may appear in comparison with the figures representing the iron and coal industries of our own vast mines, do nevertheless show up in a favorable light the resources of Hungary.

Of coal, Hungary possesses inexhaustible mines, mostly of the bituminous and the dark brown variety. In 1906 1,800,000 tons of coal were consumed, which is much more than the country produced, which made it necessary to import consid-

the toiling capacity of its peasantry, and the substantial aid which the state proffers to its home industries, I will briefly refer now to her import and export trade.

After the collapse of the Hungarian Republic in 1849, the country was under the absolute control of a despotic government; hence the people, while silently bearing their imposed ills, refused to encourage any trade with Austria or any other foreign nation. In 1866, however, when the Austrian autocracy saw that a high spirited people like the Hungarians cannot be coerced into submission to unjust treatment, and after having learned by experience, during the Austro-Prussian War, that Austria without the hearty co-operation of the Magyar nation was unable to defend itself against the attacks and encroachments of even the weakest of foreign governments, it initiated and effected a compromise, called the Ausgleich, with Hungary, to last for the period of ten years; and this compact has been re-

nearly all nations may be seen floating from the masts of ships at anchor there. The commercial importance of Fiume is still in the progress of development.

HUNGARY'S POSTAL AND TELEGRAPH SERVICE.

Hungary may well be proud of its postal service, for it is in a high state of efficiency. From a little over 1,300 stations it has increased to over 6,000 since 1868. Its parcels post service is unequalled, and notwithstanding the low carrying rates, it is paying handsomely. The postal money order system is, to say the least, very unique. It is the only money order office extant that besides paying out money on orders, does also a collecting business. This latter branch of the Hungarian postal service annually collects for its patrons over 40,000,000 crowns.

The telegraph service forms a branch of the postal service and is also controlled by the state. The charges are reasonable and like the telephone serv-



STREET SCENE AT BUDAPEST.

Photo by Felix J. Koch.

newed at each interval of ten years since 1867. Since that time there have been no custom duties levied between Austria and Hungary. On the other hand, the foreign trade has made rapid progress since that time; so that in 1906 Hungary's foreign trade exceeded three thousand million crowns, equal to over \$600,000,000. As Hungary's manufacturing industries were in the process of development, her imports exceeded her exports for several years after the Ausgleich was in effect; now, however, the balance of trade is in her favor, her exports exceeding the imports by several millions of crowns.

RAILROAD AND STEAMSHIP SERVICE.

The first railroad built in Hungary was the short line connecting Szolnok with Budapest. This short line was built in 1846 and was the connecting link between the river Danube at Budapest and the river Tisza at Szolnok. The revolutionary war of 1848 stopped all further extensions of railroad building. Although Count Stephen Szechenyi, one of the greatest statesmen Hungary ever had, while Minister of Public Works, did, in 1848, work out a plan of railroad construction that made Budapest the central point from which branches should radiate to all points of the compass, to cover all the territory of the Hungarian Kingdom, nothing came of it, however, until after 1867, when the plan was partly carried out; so that Hungary has now a network of railroads, the cost of which is estimated at over 3,600 million crowns. These lines carry over 100,000,000 passengers and about 5,000,000 tons of freight annually.

Not much can be said of Hungary's steamship service, outside of the service on the Danube, over which steamers ply between Budapest and Vienna and between Budapest and the Iron Gate on the lower Danube. Fiume is the only port worthy of mention. It is on the Adriatic, and the flags of

ice it is operated for the benefit of the people and not for a combination of capitalists.

BROOM CORN IN OKLAHOMA.

It is only a few years since Illinois was the leader in broom corn production, yet in the face of very high prices for a succession of years, the center of the industry has moved to the Southwest; and now Oklahoma City experts estimate that 75% of the total crop was this year made in Oklahoma and adjacent counties of Kansas, with Wichita as the central market. The Government estimates the crop at 45,000 tons, of which 25,000 tons were grown by Oklahoma and Kansas.

Illinois still grows brush, and claims superiority still in matter of quality, although the West does not, in print, concede the point.

Wichita has the largest broom factory in the West, but Oklahoma is full of broom shops of one to a dozen workmen in each, with a combined production of 5,000 brooms per day. One factory in Oklahoma City makes 2,500 daily.

John M. Dennis of Baltimore, as to exports, said to the Record-Herald: "My partner has just returned from Europe and reports that Russia has a large barley crop, which means a big surplus of feeding barley to displace more or less corn in the balance of Europe. In looking over our books I observe that we have never done any export business in oats out of Baltimore whenever prices were above 37c. per bu. f. o. b. vessel. That was about the level that we stopped exporting at four years ago, and we have done very little export business in oats since. The last big business was done between 34c. and 37c., which meant about 28c. to 32c. at Chicago."

THE FALL MEETING OF THE OHIO GRAIN DEALERS' ASSOCIATION.

An attendance fully up to the average was attracted to the fall meeting of the Ohio Grain Dealers' Association which convened at Chittenden Hotel, Columbus, on October 28. The subject of the meeting was "Corn," and it was fully discussed by representatives of the various local associations present.

The meeting was called to order by President M. W. Miller, of Piqua, at 10:30 o'clock, who immediately read an address as follows:

Gentlemen of the Ohio Grain Dealers' Association: I want to take this the first opportunity I have had of offering you my thanks for the high honor accorded me at Cedar Point last June, at which time you honored me by electing me President of your organization. Having been obliged to leave before the election of officers occurred, I did not have the opportunity at that time to express to you my appreciation; but I assure you now that the honor was appreciated, and that my only wish is to do everything in my power to further the interests of the Ohio Grain Dealers' Association during my term of office as president. This Association is, I believe, one of the oldest, if not the oldest, grain association in the country; and it should indeed be a power for good in the grain trade in our state. Its influence should be felt in every market where its members do business, and it should wield a powerful influence for the adoption of better business methods by the grain dealers of Ohio in the conduct of their business.

Far too many Ohio dealers take little or no interest in their state organization, and few appreciate the wide scope of its usefulness or the work it is doing in the interests of the entire grain trade of the state. What a powerful organization this would be for good in the grain trade if all the dealers in Ohio could be made to realize the possibilities of thorough co-operation in this organization. But many of them do not realize its strength or what it can do if they give it a chance; which reminds me of a story of a little dried up Irishman, who approached the mate of a vessel loading at a dock and asked him for a job. The mate looked down at him for a moment and said: "You are not big enough to be of any account." But the little Irishman replied: "Well, you might try me any way." The mate finally told him to go over to the other side of the dock and get a case of dry-goods standing there and put it on the boat; and the little Irishman went over and put the case on board and came back and asked: "Is there anny thing else, sor?" The mate looked at him in amazement for a moment, and said to him that there was a consignment of blacksmiths' anvils to be loaded that weighed about 160 lbs. each and that he might try loading them. The little Irishman walked over to the anvils and putting one under each arm started for the boat with them; but his own weight, with that of the anvils, was too much, and the plank broke and down he went into the water. He went under and came up the first and second times, and the second time he came up he yelled up to the mate standing on the dock: "Hey, there; if you don't throw me a rope I'll drop one of these damned tings."

This story also illustrates the way your secretary feels at times when he needs your united support and cannot get it.

An old adage of trade was, "Competition is the life of trade"; but modern methods of trade are so vastly different that this old adage should be re-written to read, "Co-operation, not competition, is the life of trade." There are many legitimate ways in which our state organization is proving itself invaluable to its members. It is not necessary to consider controlling prices, or attempting any illegal processes in our organization; but through the exchange of ideas, by becoming more familiar with our trade troubles and their solution, by widening our acquaintance one with another and cementing our friendships as we become better acquainted, we learn at our meetings to adopt the best ideas for conducting our business and to adopt the more modern methods of business; and we realize, too, that our competitors are not nearly the mean fellows we considered them; in fact, we find we had prejudiced ourselves against them and were apt to be too easily offended at their acts. We learn to see more of their good points and find that if we will but give them a chance, or meet them half way, they are inclined to be fair with us.

We learn from this exchange of ideas by associating together that it costs more to do business now than it did in days gone by; and we find that it is more profitable to let our competitors have their fair share of business, and that we may make a better return by handling half as much at a reasonable margin than all at no margin at all. In fact, in promoting good fellowship among dealers, I believe that our local, state and National Associa-

tions are doing their greatest work. The Ohio Grain Dealers' Association is doing a great work for its members and for all who come in contact with the grain trade of Ohio by co-operating with the State Board of Agriculture and the Ohio experiment stations, toward securing better yields and better quality of grain produced on Ohio farms. The statistics of the Board of Agriculture show that Ohio farms yield but little more than half per acre that they should yield, and if as a result of the efforts made in this direction but two to five bushels per acre of a better quality of grain can be added to the average yield of Ohio farms, what is there which more would materially affect the business of the Ohio Grain Dealer than this? There is certainly no one outside of the Ohio farmer himself who would reap more benefit from such an increase than the Ohio grain dealer. Much has been done along this line, but the work is only in its infancy; and how much more could be accomplished were the grain dealers of Ohio thoroughly organized and united and working in co-operation with the Board of Agriculture along these lines!

You have all been advised of the recent action of the legislature as regards county experiment farms operated under the supervision of the state experiment stations; and in this part of the work the individual grain dealer can do much good work, each in his own locality. This certainly opens up a wide field for each grain dealer to use his influence in his own community towards better farming, which is bound to result in larger yields and better quality. It certainly stands us well in hand to take a most active part in this line of work, as a thoroughly organized effort along these lines would in a few years show remarkable returns to Ohio grain dealers.

Ohio grain dealers can do much to assist in the campaign for better quality of grain by an organized effort for a closer grading of grain as it comes to the elevators from the farms. Far too many dealers will receive good, bad, and indifferent qualities of grain, paying the same price for all; or if they do recognize the careful farmer who studies and endeavors to produce the best obtainable from his soil they do so by paying him slightly more than the market price, accompanied by the admonition that he is to keep it to himself. "Say nothing about it to any one." This is all wrong, and the methods in vogue in this respect are more calculated to discourage better farming than to encourage it. Dealers who practice such tactics are only working to undo what the Agricultural boards, experiment stations, grain dealers' associations and others are endeavoring to do; for if the lazy farmer who grows inferior grain, or who delivers his grain to the elevator in a dirty condition, is educated by the grain dealers to believe that he is receiving as much for his poor quality as is the other farmer who is careful and painstaking and is making an honest effort to improve the quality he raises, he sees no incentive to try to improve, and the dealers who do not grade their grain are encouraging poor farming and discouraging the farmer who is trying to improve his quality and yield. This is largely so because the dealer is afraid of his competitor, and believes that if he grades his grain as he knows he should and pays less for inferior qualities, his competitor will take it at full market price. Country shippers must sell grain by grade; and many of the grain dealers' losses result from not grading the farmers' grain. When country dealers grade grain they receive from the farmers by the same rules they know this grain will be graded by when it is shipped to market, they will be more likely to realize a reasonable margin of profit from their business, and will certainly have fewer disappointments.

There is a great field along this line for the Ohio Grain Dealers' Association; and I would like to see an organized effort made in educating the members of this Association to properly grade the grain from the farm to the elevator, and let it be known in every section of the state that Ohio elevators will pay full market price for the good qualities of grain, while grain of inferior grade will be bought only at its true market value according to grade.

The Ohio Grain Dealers' Association offers its members the services of its several committees, and the members of this Association should be more free to take advantage of the privileges offered through the arbitration and claim bureau committees. Arbitration in the settlement of differences and disputes has come to be recognized as an important factor in modern business affairs. Use your Association and by using it make it strong.

I am a thorough believer in association and organization along right lines; and I believe there is a large field of action for the Ohio Grain Dealers' Association. Let us, therefore, stand loyally by our local, state and National Associations and the principles they represent, and direct our efforts toward a renewed interest in our state organization and toward bringing every department of the Ohio Grain Dealers' Association up to the efficiency

it should have, to the end that this Association will be the power in the grain trade that it should be. And I would like to impress on every grain dealer of Ohio the fact that this is your Association, and that it will be what you make it. Whether it shall be efficient or inefficient depends entirely on the way you stand by it and support it.

This is the regular fall business meeting of this Association, and as announced in the call sent out by Sec'y McCord, it is for mutual conference and the consideration of general crop conditions; it is especially a corn meeting for the consideration of the condition of the new corn crop, and how it can best be handled profitably; there is a lot that we want to know about corn this fall, and we expect during the course of the meeting to have reports from every section of the state, as to crop conditions generally and especially corn conditions, and as these reports will be of more interest to you and more valuable to you than anything I can say I will not take up any more of your valuable time.

This is your meeting and is to be entirely informal, and every one present will be given an opportunity to say something, and I trust that you will use it and take advantage of this opportunity to hear and to be heard.

I thank you for your attendance here today, and for your attention.

Secretary J. W. McCord, Columbus, read the names of committees that had been appointed to serve until next July as follows:

Governing Board.—Members at large—E. C. Eichenberry, Camden; G. W. Lamb, Hooker; L. F. An-



PRESIDENT M. W. MILLER.

derson, Anderson; Representing Affiliated Associations—W. H. Persinger, Sidney, Miami Valley Grain Dealers' Association; H. W. Fish, Mansfield, Middle Ohio Grain Dealers' Association; H. W. Robinson, Greenspring, North-Western Ohio Millers' and Grain Dealers' Association; J. W. Young, Toledo, North-Western Ohio Hay and Grain Dealers' Association; E. A. Grubbs, Greenville, Western Ohio (Darke and Preble Counties) Grain Dealers' Association.

COMMITTEES.

Arbitration.—E. W. Scott, Columbus; M. A. Silver, West Jefferson; J. H. Motz, Brice.

Legislative.—Charles E. Groce, Circleville; John L. Pocock, Antwerp; Geo. W. Lamb, Hooker.

Membership.—H. G. Pollock, Middlepoint; Jacob Hauss, Wapakoneta; Walter Snyder, Kenton; Benj. Turner, Avery; Willis Jones, Mt. Sterling; D. L. Mote, Greenville.

Bill of Lading.—C. N. Adlard, Piqua; C. O. Barnthouse, Agosta; J. L. Cruikshank, Fostoria; H. S. Heffner, Circleville; Emery Thierwechter, Oak Harbor.

Ohio Agricultural Experiment Station.—H. W. Robinson, Greenspring; H. W. Fish, Mansfield; Grant McMorran, St. Paris; E. A. Grubbs, Greenville; Fred Mayer, Toledo; L. L. Cass, Weston.

Claim Bureau.—C. M. Myers, Columbus; George Stephenson, Rosewood; Earl C. Baer, Hicksville.

Traffic.—E. W. Seeds, Columbus; H. L. Goemann, Toledo; J. W. Simmons, Pemberton.

After the reading of communications from members who were unable to be present, President Miller announced that the subject for consideration at the fall meeting was "Corn," and that reports would be heard from the dealers in the various

parts of the state represented on condition, quality, acreage and the time when it could be handled with safety.

E. C. Eichenberry, Camdeu, Preble Co.: Southwestern Ohio, will not be the Egypt this year to which you will come for corn. We will have about 75 per cent of a crop, wheat is the largest acreage in ten years and farmers are still sowing.

J. W. Lamb, Hooker, Fairfield Co.: In our section corn is fairly good but it will be short of an average crop. It will be of good quality but is slow to mature. Our wheat crop looks fine; I have never seen a better stand, and I have heard no complaint of insects.

L. F. Anderson, Anderson, Ross Co.: Corn is a fair average crop; quality not as good as expected, and movement will be slow. No complaint of fly in our wheat.

E. P. Austenborder, Sidney, Shelby Co.: Our corn is about up to last year as regards yield. It is hard to tell when it will be ready to handle. Wheat is looking well—fully 10 per cent larger acreage than last fall.

H. W. Fish, Mansfield, Richland Co.: The middle Ohio district is not a corn-shipping district, but corn will be in condition to ship on November 15. It is about 65 per cent of a crop and varies as regards quality. The quality could hardly be called fair over the district. The wheat crop conditions are excellent, with an average of probably 110 per cent.

H. W. Robinson, Green Springs, Seneca Co.: The corn crop is about an average and is in good condition. The quality is up to an average. I doubt if farmers will move much corn at 40 cents or under.

E. L. Southworth, Toledo, speaking for the Northwestern Ohio Association, said: The corn crop is a fair average in quantity but the quality will be poor. Wheat acreage is not so large as last year.

Capt. E. E. Nutt, Miami Valley Association: Corn met with a heavy two-days' rain early in August and nearly all fell down. It was disastrous to the crop, and I do not know the result. Another trouble is that farmers have barns instead of cribs for housing the corn. It is placed in such large piles that it becomes wet and moldy.

E. H. Culver, Toledo: The average run of corn in Wood County is 34 per cent water, yellow corn runs 25; dent, 25; white, 26; mixed corn, 29 per cent. The average that we have tested runs 33½ per cent water.

H. S. Grimes, Portsmouth, Scioto Co.: We will produce as large a crop as last year. The quality is exceptionally good. I have never seen, in my 32 years' experience, such a fine outlook for wheat. It will be safe to ship ear corn from the 1st to 15th of November. We have 110 per cent of last year's crop; quality is 125 per cent; about 8 to 10 per cent of old corn in farmers' hands.

W. B. Foresman, Lafayette, Ind.: This time last year we had bought about 500,000 bushels of new corn. It was one of our best years in the grain business. At the present time we have not bought a bushel of corn. Wheat is looking well in most sections, but in some places the fly has injured it greatly.

C. K. Patterson, Piketon, Pike County, said that crop conditions were about the same as in Scioto County.

Adjourned for luncheon.

AFTERNOON SESSION.

The afternoon session opened with an address by Mr. Stevenson, secretary of the National Corn Exposition, to be held in Columbus, on January 30 to February 14. He told of the aims and plans of the association and outlined the program for the two weeks during which it would be held.

Mr. Lloyd, in charge of the field work of the Ohio Experiment Station, spoke upon the cordial relations that existed between the Ohio Corn Improvement Association and the Experimental Stations. We have, he said, striven to broaden the work of the Corn Improvement Association to include wheat and other grains, we want to make

our Exposition this year the best that has yet been held. I am sure we shall do so.

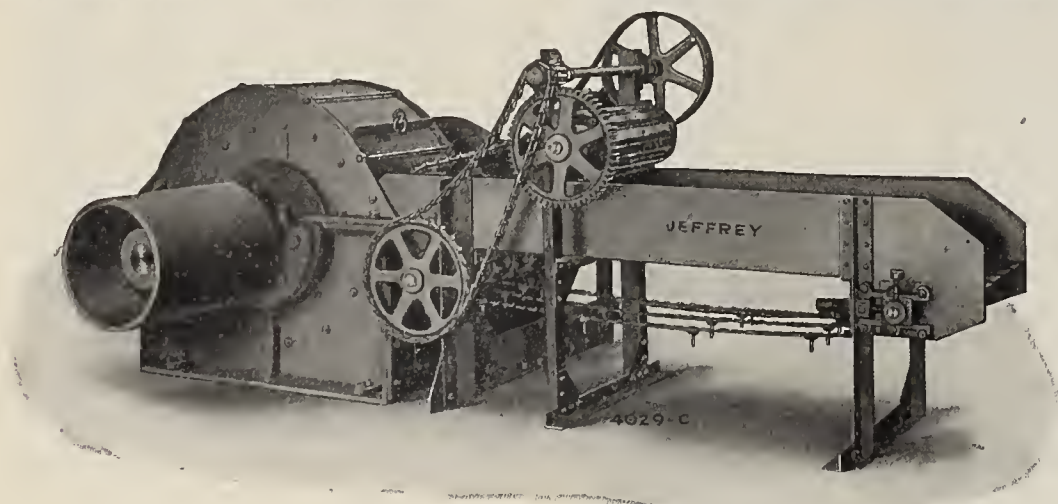
Mr. McCord started a subscription for funds to help along the work of the Corn Growers' Association in the matter of prizes, etc., and a sum amounting to \$270 was raised in a few minutes.

Taking up again the question of crop reports, E. A. Grubbs of Greenville, Darke County, read his report: He said that according to 58 correspondents, November 15 was the average date given when corn would be fit to ship. The yield as compared with last year is about 75 per cent. There is about 10 per cent of old corn in farmers' hands. There was a normal acreage of wheat as compared with last year and very little trouble reported from fly.

E. C. Bear, Hicksville, Defiance County: We will have a bumper corn crop. Our reserves of old corn are very heavy. We are looking for a late movement, on account of both condition and price.

E. C. Brown, St. Paris, Champaign County: Ear corn will not do to ship before the latter part of November and shelled corn not before January 1. The amount of old corn in farmers' hands is about 15 per cent; amount of wheat, 30 per cent. The amount of wheat sown this year is 50 per cent greater than last year.

Geo. A. Collier, Emery Chappel, Clark County: Our corn is in rather bad condition on account of heavy rains. About 50 per cent of the wheat crop is in farmers' hands. We have no oats.



JEFFREY ALFALFA MILL WITH AUTOMATIC FEEDING ARRANGEMENT.

Wm. Channel, Melvin, Clinton, County: Corn is in bad shape in our county.

J. R. Watts, London, Madison County: Farmers think the corn crop will run 35 to 40 bushels. It will not be ready to handle before January 1.

O. T. Roszelle, Troy, Miami County: We have excellent as well as poor corn in our county. The yield will be an average. As to the time of handling, it will depend on the weather. There is 10 per cent of old corn in farmers' hands and about 20 per cent of the wheat crop.

C. E. Groce, Circleville, Pickaway County: We are going to have a big corn crop but many of the farmers say it is not in good condition.

A. B. Beverstock, Lexington: Richland County and Knox County will not have more than 40 per cent off an average crop, on account of too much rain.

Professor McCaull of the Ohio State University said there was a tendency to over estimate the corn crop in the state and that there would be much poor corn throughout the state.

E. A. Grubbs of Greenville moved that it be the sense of the meeting that dealers should not commence handling corn before November 15. The motion carried.

H. S. Robinson read the following resolution which was adopted as read:

Resolved, That the Ohio Grain Dealers' Association most earnestly approves of the agricultural educational work being carried on by the Ohio State Agricultural College and Ohio Agricultural Experimental Stations. Be it also, further,

Resolved, That we approve of and continue our support to the operating of agricultural trains through the state, the work being done by professors from the Agricultural College and Ohio Agricultural Experimental Stations: Be it further,

Resolved, That we express our appreciation to the faculty and students of the Agricultural College

and professors of the Experimental Stations for their interest in the work of the Ohio Grain Dealers' Association; Be it further,

Resolved, That we believe the State of Ohio should appropriate more money for the maintenance and support of the Agricultural College and the schools at the experimental stations and for the dissemination of useful information to the agriculturists than is spent upon the canals of the state.

The meeting then adjourned sine die.

THOSE WHO WERE THERE.

The following were in attendance:

Machinery Agents.—A. S. Garman, Akron, Ohio, representing Huntley Manufacturing Company, Silver Creek, N. Y.; M. J. Young, representing the Philip Smith Manufacturing Company, Sidney, Ohio.

Receivers.—Fred Mayer, E. L. Southworth, J. A. Sattler and H. R. Devore, Toledo; Emery Kirwan and H. L. Elgert, Baltimore; Fred Able, F. C. Cain and F. A. Watkins, Cleveland; J. A. A. Giedel, John Floyd and R. A. Sheets, Pittsburg; H. T. Burns, Buffalo; H. Richter, August Ferger and J. W. Ellis, Cincinnati; A. S. Heathfield, Boston.

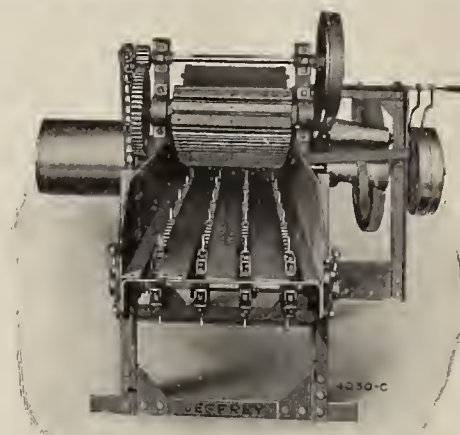
Dealers.—W. W. Hardman, Yellow Springs; Henan Hall, Unionville; M. W. Miller, Piqua; A. B. Beverstock, Lexington; John Wren, Deunquat; H. W. Robinson, Greenspring; C. M. Myers, Columbus; W. B. Foresman, Lafayette, Ind.; J. C. Spurrier, Marysville; H. K. Humphrey, Circleville; H. S. Heffner, Circleville; Dan Taylor, Ashville; E. M. Crowe, Piqua; Ed. Strittmatter, Columbus; L. F. Anderson, Anderson; C. S. Bright, Christianburg; W. H. Cook, H. M. Co., Circleville; Jesse Brundige, Kingston; Alden Beatly, Urbana; J. E. Hastings, Cedarville; Ed. Grubbs, Greenville; A. V. McClure, Eldorado; J. E. Leas, W. Man-

chester; J. A. Ressler, Cardington; Michael Finnel, Osborn; C. E. Groce, Circleville; O. P. Lenox, Richwood; W. T. Palmer, Celina; W. H. Snodgrass, Marysville; A. M. McHaughten, New Salem; C. P. Baumann, Canal Winchester; E. C. Brown, St. Paris; Capt. Nutt, Sidney; Willis Jones, Mt. Sterling; J. E. Pierson, Condit; J. R. Johnson, Baltimore; A. N. Perrill, Bowersville; E. C. Baer, Hicksville; Joe. Gundy, Carroll; Joe Wolcott, Conover; J. F. Bales, Circleville; A. G. McCall, Columbus; C. O. Coppock, W. Milton; B. D. Knepper, Tiffin; Jno. Noon, Plain City; H. W. Wolfley, Prospect; Geo. Leggate, McGrew; H. W. Kress, Piqua; H. S. Grimes, Portsmouth; Walter Snyder, Kenton; L. H. Bisel, Ashley; H. E. Garrison, North Grove, Ind.; L. W. Dewey, Blanchester; Ed. Norton, Greenfield; O. H. Clough, Mechanicsburg; Capt. Hubbard, Piqua; H. L. Robinson, Columbus; Edgar Seeds, Columbus; O. T. Roszell, Troy; C. K. Patterson, Piketon; J. H. Motz, Brice; G. W. Lamb, Hooker; A. F. Herr, Groveport; O. M. Clark, Cable; E. C. Eikenberry, Camden; J. B. Van Wagener, London; B. E. Monnett, Marion; C. O. Barthouse, Agosta; H. E. Frahn, Osborn; Jno. Boggs, Circleville; Fred Kile, Kileville; M. A. Silver, W. Jefferson; F. E. Kirk, Hebron; Wm. Channel, Melvin; Wes. Hardman, Woodstock; Geo. Stephenson, Rosewood; S. H. Simon, Amanda; E. T. Custenborder, Sidney; Reo Chenoweth, London; Virgil Jordan, London; O. E. Gwinn, Columbus; A. C. Brown, St. Paris; J. R. Watts, London; Geo. A. Collier, Emery Chappel; O. F. Furrow, Fletcher; O. L. Spurrier, Marysville; Geo. Stevenson, Columbus; W. F. Lloyd, Columbus; Andy Gilmore, Columbus; C. E. Morris, Waldo; C. A. Peel, Columbus; J. P. McAlister, Columbus.

The report of J. G. Goodwin, the Kansas City Board of Trade Chief Weighmaster, for the months of July and August, shows that, of the 15,972 cars of grain unloaded, there were leaking at sides, 1,826; at ends, 2,073; at grain doors, 462; at door posts, 472; at corners, 323; at draw heads, 234; at end windows, 90; through floor, 128; at king bolts, 25; unsealed cars, 1,715.

JEFFREY ALFALFA MILL.

The increasing demand for alfalfa products was demonstrated at the second annual meeting of the Alfalfa Millers' National Association, held in Kansas City on October 21 and 22. That meeting also demonstrated that alfalfa meal millers have awakened to the fact that the up-to-date mills are accomplishing the greater results and that modern estab-



JEFFREY ALFALFA MILL—Showing the continuous chain feeding device.

lishments, with the most improved machinery, naturally increase their output and efficiency with a less amount of hard labor and drudgery than do mills in which poor machinery is still in use.

The simplest system and machinery being the most practical in handling alfalfa, as well as any other substances, the Jeffrey Alfalfa Mill was designed and built a number of years ago with that idea in view; and it is offered to alfalfa mills in the belief that it is the most substantial and efficient mill for grinding alfalfa hay for feed now on the market.

Figure 1 shows the Jeffrey Mill, size 36x24, with an automatic feeder attachment. This is the largest size machine, having a capacity of from four to five tons of alfalfa hay per hour. This machine is also made in two smaller sizes, with one to two and two to three tons per hour capacity. The automatic feeder is shown in Figure 2. This feeding device consisting of endless chains can be lengthened to extend from the field directly to the mill to meet the necessary requirements.

Figure No. 3 shows another view of the Jeffrey Mill with the top covering open, exposing the parts to view and showing the method of construction with the hammers in position. The builders call the reader's special attention to the perforated plates shown in the inside of the cover. These plates encircle the entire machine. Another distinc-



JEFFREY ALFALFA MILL—Hood removed, showing arrangement of hammer and perforated plates.

tive feature of this mill is that it is equipped with ring oil-bearings, ball-and-socket, brass-lined, of the highest wearing quality. This machine reduces the alfalfa hay to a uniform fineness of $\frac{1}{2}$ in. to $\frac{1}{4}$ in. mesh. It is also equipped with a blower fan, for delivering the ground alfalfa to the storage bin.

Jeffrey elevating and conveying machinery may also be used in connection with alfalfa mills, and

the Jeffrey Manufacturing Company furnish machines adequate to handle alfalfa hay directly from the field to the sack.

Additional information will be sent on application, and a practical demonstration of this type of machine will be made for intending purchasers; in fact, all Jeffrey machinery is sold on an absolute guarantee to accomplish the work that is required of it.

DURANT ACQUITTED.

Edward A. Durant of Albany, N. Y., indicted some weeks ago jointly with Gibson Oliver, manager of the Albany office of Durant & Elmore Co., grain dealers, on a charge of grand larceny, was tried by a jury at Albany and on October 29 acquitted.

The case, it will be remembered, grew out of the manipulation of spent bills of lading by the manager who in collusion with Henry C. Palmer, a freight agent, obtained money from banking houses on the irregular bills. The particular indictment upon which Mr. Durant was tried charges that on May 16, 1910, with intent to cheat and defraud the National Commercial Bank and to appropriate the proceeds of the fraud to the use of themselves and the Durant & Elmore Company, Gibson Oliver and Edward Durant obtained from the bank \$35,807.10 by aid of false bills of lading, falsely stating that certain merchandise was then consigned to the order of the Durant & Elmore Company, which bills of lading they then knew to be false.

The bills of lading referred to in this indictment were issued by the Delaware, Lackawanna and Western Railroad, although a large part of these bills, said to have figured in the firm's shortage of nearly \$1,000,000, were issued by the Delaware and Hudson Railroad.

When the case came to trial the court advised the jury that there was no evidence to show that Mr. Durant had any guilty knowledge that the dates on the bills of lading on which the loan of \$35,000 was obtained were false or that he knew the bills were not good as security. He stated in his opinion that the scheme of fraudulently changing the dates of the bills of lading and obtaining loans on them was planned by Gibson Oliver and that the bookkeeper, Miss Bulger, had been used in making the changes and procuring the money.

After the disposition of the Durant case the district attorney stated that the same question of guilty knowledge of the alteration of the bills of lading would arise in the trial of the indictments against Gibson Oliver, Henry C. Palmer and William R. Conley, and asked to have the indictments sent to the Supreme Court for trial in order that the question might be passed upon by another court and other jurors. His motion was granted, and the trial of the indictments is expected to be moved at the present term of the Supreme Court, which convened November 14. The district attorney also stated that he would not prosecute Miss Bulger, as he believed that she made the alterations by the direction of others and had no criminal intent.

GERMAN-DUTCH CONTRACT.

A propaganda is now going on amongst the South Russian corn merchants, the object of which is to introduce into the German-Dutch contract a clause fixing a certain allowance to the sellers should the delivered grain contain a smaller percentage of foreign matter than stipulated in the contract, says the Corn Trade News. As generally known there is in the German-Dutch contract a paragraph, which defines the allowance due to buyers in cases when the delivered wheat, rye, etc., contains a larger percentage of admixtures than fixed in the contract. A clause to this effect would have the beneficial result of reducing the percentage of foreign matter in Russian wheat shipments.

The Russian Department of Commerce has laid down new grain grading rules as a basis for the proposed Bourse control of the grain trade.

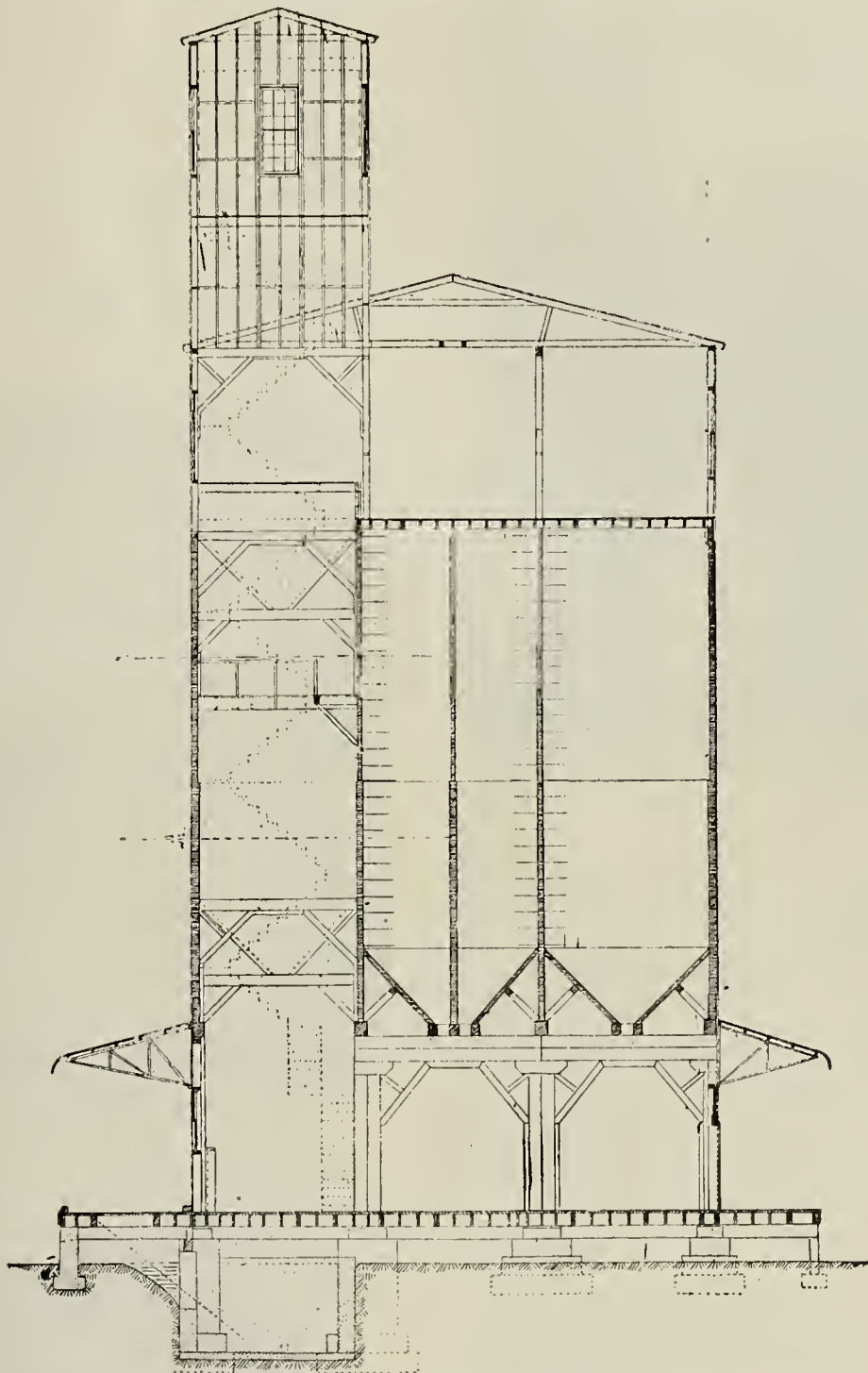
AN ARKANSAS RICE ELEVATOR.

The drawing herewith reproduced shows in outline the plan for the third rice elevator in this country, the property of the Almyra Elevator Co., of Almyra, Ark. It has storage capacity for 125,000 bushels and handling capacity of 250,000 bushels.

Almyra, a village of Arkansas County, is located about twelve or fifteen miles southeast of Stuttgart in the rapidly developing "Stuttgart Rice District" of the Grand Prairie, which promises soon to overshadow in importance, in the rice market of this country, the rice area of the Gulf Coast, which al-

law, as the Almyra Elevator Co.; and the elevator, which equipped has cost about \$40,000, is now ready for business.

From the Messrs. Bennett Brothers, who are interested in the company, we learn that, "Rice in the rough, as it comes from the thrashing machine, is apt to bin-burn; but by use of the machinery installed in this house, the rough rice may be unloaded from wagons into the elevator, cleaned and weighed at the rate of 100 bushels every four minutes, and then elevated into the bins. At the same time rice can be transferred within the elevator from one bin to another to air and cure the rice,



ELEVATION OF THE RICE ELEVATOR AT ALMYRA, ARKANSAS.

ready begins to show signs of deterioration of the lands because, as it has been discovered by experience, the system of rice irrigation there has brought to the surface, with the years and the succession of rice cropping on the same land, the hitherto inappreciable content of alkali in the soil. In Arkansas, so far as now appears, that drawback to repeated cropping of the land to rice does not obtain, while the rice lands of the Grand Prairie enjoy all the favorable characteristics for making the crop that are found in Louisiana and Texas:—ample water supplies, flat, level lands with suitable drainage outlets for quick removal of the water and drying of the rice fields when the grain is ready for the harvest.

At Almyra, then, all the conditions for producing and harvesting rice being ideal, it occurred to the rice growers and handlers that an elevator modeled on lines of the grain elevator would afford a more economical method of handling the crop than to pocket it, as in the Far South. A company was thereupon formed to erect the elevator, the plan of which appears. It was organized under state

thus preventing the dreaded bin-burn. The rice may be loaded also into cars, the three operations being carried on simultaneously if need be."

The elevator is, in fact, a very complete plant, and will no doubt be soon but one of several, if not many, that will be found in this progressive farming community.

WEEVIL IN THE SOUTH.

The complaint comes up from Georgia, where corn has been given more attention this year than for many years, that the weevil is very active and destructive; which is quite likely—the weevil is indigenous, and naturally the more corn the more weevils. What is needed now through the South is a course of instruction of the farmers in remedial methods. This is promised by Prof. J. M. Johnson, of the Model Farm of Georgia, in a bulletin to be issued soon, giving farmers instructions how to protect from these insects their corn in their cribs and barns.

Send us the grain news of your neighborhood.

MIAMI VALLEY GRAIN DEALERS AT LIMA.

One of the most enthusiastic of the Ohio local grain associations is the Miami Valley Grain Dealers' Association, an organization which held one of its meetings at Lima on the afternoon of November 2.

Capt. E. E. Nutt of Sidney, president of the Association rapped for order at 2 p. m. and said: This is a called meeting of the Miami Valley Grain Dealers' Association, and I see only two chairs



PRESIDENT NUTT AND SECRETARY MILLER.

vacant. I congratulate you on your attendance and appearance. I am glad to know that the Miami Valley grain dealers have arrived at the conclusion that an association is a necessity. I cannot understand why some of the dealers stay out of our organization. They certainly do not know the benefits that are derived by meeting together in a legitimate way to improve conditions in our business. The way to do is not to wait until you see tangible benefits but to join now and help build up the Association. You must first have an association before you can work together.

Ralph Pickell, Chicago, spoke upon the benefits of association work.

Fred Mayer, of Toledo, addressed the association as follows:

I would very much prefer talking to you offhand on the subject assigned me, but Secretary Miller's request for a few words came only a day or so ago, and I haven't had time to impress upon my mind what I want to say, so I am going to inflict upon you a written statement; but like the Corn Bear, it will be "short."

The relation of the grain association to the terminal market buyer should be one of the most pleasant, and I believe one is as necessary as the other. While some of the members of the grain associations possibly think they would be better off by trading directly with the consumer and cutting out the terminal market buyer, they are just as much mistaken in that idea as those terminal market buyers who believe they should buy directly from the farmer.

I think the majority of the members of grain associations have more confidence in, and prefer dealing when possible with, terminal market buyers who are also members of their association or some other; and for my part (as a terminal market man) I always like to trade with shippers that are members of an association.

I don't want it understood, however, that I consider such members any better business men than are shippers who, for some reason or other, are not members of an organization. In other words, I am of the opinion that there are just as good Christians outside the church as inside. I have found, however, in my business experience, that I have the least trouble with dealers that are members of associations, and for that and other reasons I have been a believer in associations for many years. There are grain men located in

many of the markets who, like many shippers, do not believe in grain associations; but I have never had reason to regret being a member of them, or of their existence; and surely it is worth any man's time, and the money it costs for yearly dues, to have the pleasure of taking part in any of the meetings of the various associations.

As a terminal market buyer and a member of many associations, our firm has always thought that if a difference should arise between ourselves and some shipper, we would be only too willing to arbitrate the question with a committee appointed by some association. In fact, we have just placed such a case in the hands of the Indiana Grain Dealers' Association, and are positive we will receive fair treatment.

The arbitration feature of the various associations is one of the grandest things ever invented. Differences are bound to arise; and how much better and less expensive it is to put the matter up before a committee that understands the case thoroughly, and not leave it to a lawyer or a judge who oftentimes is not familiar with the grain business.

A grain dealers' association like yours or a state or National association can do much more as a body than can a single individual. The trouble with most shippers is they do not realize this, and don't call upon the association often enough to help them out if they need help.

The very fact that you invite farmers and others to your meetings (and the same invitation is extended by the other state and National associations) is surely proof to any one that you are not organized or do not meet for the purpose of making prices; and if anything of that kind were attempted, I surely would be the first to oppose it.

The relation of associations to the terminal market dealers is such that a committee of any association will always receive more attention than will a complaint of one party, just as would a delegation from some terminal market no doubt receive more attention from you than a single individual; and that is a good feature.

I trust, gentlemen, the relations between terminal market men and grain associations will continue to be even more friendly than they are at this time.

J. W. McCord, of Columbus, secretary of the Ohio State Association, said he came to the meeting to look into their faces and to listen to the addresses made. He said he was interested in the corn proposition, the quality and quantity, and by comparing notes they could go home and be better equipped to do business than they could if they stayed away from the meeting.

T. P. Riddle, secretary of Northwestern Ohio Grain Dealers' Association, spoke of the plans

of our association," he said, "more to this than to any one other thing."

M. W. Miller, secretary, said he would like to see the Miami Valley Association lead among the local associations. It can help us all in our business. We have had a man go among you with the view of strengthening our organization, and we would like to hear from Mr. Taylor.

Mr. Taylor spoke of his trip among the grain men of the various counties, and said that most of them were in sympathy with the association and that all felt that it was of benefit to them. He said he would like to see an attendance like this at each meeting.

There were short talks on the good of the Association made by J. E. Wells and others, after which the meeting adjourned.

THOSE WHO WERE THERE.

Among the dealers present were E. T. Custenborder, Sidney; L. G. Shaner, Pemberton; Capt. E. E. Nutt, Sidney; E. A. Grubbs, Greenville; M. W. Miller, Piqua; O. C. Robinson, Lima; K. Threlkeld, Jackson Center; John Wones, Maplewood; Grant McMoorean, St. Paris; A. G. Boogher, Santa Fe; J. W. Schultz, Lake View; T. P. Riddle, Lima; T. B. Steinmann, Minster; J. W. McCord, Columbus; Wm. Ludwig, Jackson Center; Jacob Runkle, St. Johns; O. F. Furrow, Fletcher; J. H. Myers, St. Paris; W. A. Nisonger, Quincy; O. W. Cook, Maplewood; Chas. H. Sterling, representing the Invincible Grain Cleaner Co., Silver Creek, N. Y.

RICE PRODUCTION.

The Southern Pacific Demonstration Train for rice traversed the Gulf Coast rice area during the last half of October. One of the principal lecturers was Prof. Quereau, assistant director of the Rice Experiment Station at Crowley. His record of the rice industry on the Gulf Coast was interesting, and will bear repeating, as a presentation of a specific form of the "agricultural crazes" that at times attack our people. In introducing his technical discourse he said:

It seems necessary for every country to go through three stages of development. First, there occurs the initial boom, in which the country is described as the garden spot of the world. Second, some one crop is indigenous to the soil and is grown



O. C. ROBINSON, K. THRELKELD, JOHN WONES, E. T. CUSTENBORDER.

and aims of that association and of its operation under a legal form in which arbitration of differences played a great part. It had worked very successfully in their territory. All complaints are submitted to the secretary in writing and then turned over to the arbitration committee. The plan has had the effect, Mr. Riddle said, of making dealers more conservative, less liable to get out of line, and complaints have dwindled away until in the last sixty days only two formal complaints have been filed. "I attribute the success

exclusively. The country is settled. Every available acre is planted to the crop in question. Men work with feverish energy. Credit is good. A credit system of business is established. A few fortunes are made and many lost. Then comes a third period, one of reaction. Lands that have been abused decrease in yield, accumulated debts must be paid, credit becomes impaired, stable markets under inflated conditions begin to fluctuate, and business rapidly changes from the radical to the ultra-conservative. A large number of people who came with the boom leave. Of those who remain, some have the foresight to believe that the conditions will change for the better, and others are

so situated that change is impossible. In other words, the "bottom has fallen out." That which has once been accomplished may be again, but in a different way. Following this there ensues a period of comparative inactivity. The credit system is abolished. Farmers live at home and make permanent improvement. From this point there is a rapid and healthy development in all lines of business.

This is the history of the wheat belt of the West, the corn belt of the North, and the rice belt of the South. In our case, however, it is safe to say that the measure of ultimate development will be far greater than has been recorded in any other section in the United States. For the reason that we have a soil that is second to none in natural fertility. . . . The area of the United States that will produce rice is limited, and the demand will soon exceed the supply. This statement is best evidenced by the marked increase in consumption that has been brought about largely by the Rice Association of America. We of the rice belt can grow rice cheaper than it can be grown anywhere else in the country if we exercise ordinary care with our soils. In the past we have grown rice continuously on the same land with the inevitable result that the land has grown tired of one crop and demands a change or rotation. Plant and insect enemies have arisen so that it has now reached a point where we must exercise our best thought and judgment or fall by the wayside. Up to this point we have taken that which nature has provided to give us a start; henceforth we must work for ourselves.

The speaker then proceeded to tell his hearers how best to grow rice for largest yields consistent with due respect for the land itself.

CONCRETE BINS.

The failure of a concrete bin of the elevator of the Ansted & Burk Company, millers at Springfield, O., on October 17, has attracted some attention to this material; and an examination into the facts of that case seems to demonstrate that so far as concrete *per se* is concerned, the failure was rather fortunate than otherwise, since it disclosed a rather unexpected condition that emphasizes the essential safety of concrete as a bin-construction material, rather than the contrary, however paradoxical this may seem under the circumstances.

The storage in question consisted of four 30-foot cylindrical bins placed in juxtaposition, so as to include a four-cornered interspace in the center. The space between the cylinders on the outside was also walled off with a straight wall, which resulted in four 3-cornered outside pocket bins. The lower portion of the straight wall of one of these pocket bins, which held a little over 5,000 bushels of grain, gave way.

It was found on inspection that for some unaccountable reason the superintendent in charge of the work neglected to turn the ends of the re-enforcing rods of the straight wall around the corner, so as to bond it into the re-enforcing of the cylinders. The plan plainly showed this arrangement; and, what is more, the same superintendent had just completed a similar construction for the Sparks Milling Co.'s elevator at Terre Haute, Ind., in which the dimensions and arrangement in every respect were identical. This left one section of the concrete, entirely through the wall, between the ends of the re-enforcing rods of the straight wall and the re-enforcing rods of the circular wall, which was absolutely unprotected.

"This accident proved beyond all question that concrete as a building material will still give a good account of itself and suffer the maximum of abuse," say the constructing engineers, the Macdonald Engineering Company. "By all the laws of our calculation, the bins should have gone down when the first twenty feet of grain was placed in it, as we attach no value to the tensile strength of the concrete. A wall without the re-enforcing we would consider worthless. Notwithstanding this, four bins 80 feet deep have been repeatedly loaded and unloaded from the time when they were less than sixty days old, and the true state of affairs was not revealed until one of them went down the other day.

"The superintendent's explanation of the failure is that on the job at Terre Haute he bent the rods before sending them up on the top of the building for insertion into the concrete. He had so much

difficulty in putting them in, on account of the narrow space in which they had to be threaded with the crooked ends, that he determined in this case to send them up straight and bend them in position. The result shows that he did not carry out his intention; and as the job was run night and day continuously without cessation, the omission was not discovered.

"While the accident in itself is a lamentable one, with the defects as stated before any competent engineer, it should strengthen confidence in re-enforced concrete construction, in that it shows that the concrete gave a good account of itself under conditions in which it never was intended to have taken a load."

DIRECTOR HOLLINGSWORTH.

Among the new men in the directory of the Grain Dealers' National Association, elected at the late Chicago convention, is William J. Hollingsworth, of Augusta, Ga.

Mr. Hollingsworth is a native of the city of his residence, and before reaching his majority had embarked in the grain business as a broker and dealer. He has, therefore, behind him now a num-



WILLIAM J. HOLLINGSWORTH.

ber of years of experience that are invaluable to one in that line of trade. By strict attention to his business, he rapidly pushed it to the front; and for years his firm, Lamb & Hollingsworth, of which he is the managing partner, has been recognized as the leader and the largest in its line in his city and on his market.

Mr. Hollingsworth is a director of the Georgia Railroad Bank, the largest banking institution in that section, and of the Georgia Railroad and Banking Co., whose main line runs from Augusta to Atlanta, with branches to Macon, Athens and Washington, Ga. He also takes quite an active interest in other affairs, being a director of several charitable institutions, a member of the Board of Education, a Past Master of Social Lodge No. 1, A. F. & A. M., and Past Commander of Georgia Commandery No. 1, Knights Templar.

In a few words, therefore, Mr. Hollingsworth embodies in himself the excellences of the typical Southern business man of today—the personal graces and dignity and high estimate of what constitutes true business integrity that characterized the Southern gentleman of the "old school," so-called, combined with the progressive energy that is so marked a quality of the business men who have made and are responsible for the New South and its amazing industrial development. The National Association is fortunate to have enlisted the services on its directory of so able a man.

The Farmers' Union of Washington says there are 44,000,000 bus. of unsold wheat in that state.

[For the Illinois Grain Dealers' Association.]

SOIL IMPROVEMENT AND THE GRAIN DEALER'S RESPONSIBILITY.*

But even in Illinois the older soils are showing unmistakable signs of depletion, and the addition of mineral plant food is producing marked and profitable improvement, not only on the University experiment fields, which are being conducted in various parts of the state, but also on the fields of the more progressive farmers, who are already using not the common commercial fertilizers but thousands of tons of pure bone meal, fine-ground natural rock phosphate and ground limestone, in connection with legume crops or farm manures.

Thus, as an average of the last six years, in good crop rotations, the application of phosphorus and limestone has increased the yield of corn on the Urbana experiment field in central Illinois, from 64 to 87 bushels per acre and the yield of wheat on the Odin field, in southern Illinois, from 15 bushels to 27 bushels per acre. On the Galesburg field, in western Illinois, the use of raw phosphate has more than paid its cost and left the soil 25 per cent richer in phosphorus at the end of six years. On the Antioch experiment field, near the Wisconsin line, the use of phosphorus produced five bushels more corn in 1902 and 15 bushels in 1903; no increase in oats in 1904 but 25 more bushels of wheat in 1905; while the increase was 26 bushels of corn in 1906 and four bushels in 1907. In 1908 the increase was nine bushels of oats, and in 1909 it was 12 bushels of wheat. These are the increases in yield per acre produced by phosphorus on the commonest type of soil in Lake County, which contains in the plowed soil of an acre only 800 pounds of phosphorus but 46,600 pounds of potassium; while 50 bushels of wheat remove from the farm 12 pounds of phosphorus and only 13 pounds of potassium.

On the common prairie soil of St. Clair County, in which East St. Louis is located, the addition of phosphorus increased the yield of corn by 22 bushels in 1902 and by 23 bushels in 1903; oats by 4 bushels in 1904; wheat by 8 bushels in 1905; corn by 4 bushels in 1906 and by 13 bushels in 1907; oats by 17 bushels in 1908; and wheat by 12 bushels per acre in 1909, these amounts being the increase in yield above that secured without phosphorus on land otherwise treated the same.

In an adjoining county, on the Du Bois experiment field, the addition of mineral plant food increased the value of the corn crop by \$2.80 an acre in 1902, oats by \$2.55 in 1903, wheat by \$14.70 an acre in 1904, clover by \$7.56 in 1905, corn by \$6.30 in 1906, oats by \$4.75 in 1907, wheat by \$8.40 in 1908, and soy beans by \$3 in 1909. These increases are in addition to the benefit produced by the use of lime and the rotation of crops. In eight years the value of all crops produced from an acre of untreated land was \$37.17. Where lime was used, the total value rose to \$56.75; and where lime and mineral plant food were added, the value of the same crops became \$106.81. It may be added that the phosphorus applied to this land has already paid back more than 150 per cent of its cost, even in steamed bone meal, and three-fourths of the application still remains in the soil for the benefit of future crops.

Why do we permit the annual exportation of more than a million tons of our best phosphate rock, for which we receive at the mines the paltry sum of five million dollars, carrying away from the United States an amount of the one element of plant food we shall ever need to buy, which if retained in this country and applied to our own soils would be worth not five million but a thousand million dollars, for the production of food for the on-coming generations of Americans? Why this exportation? Because the great majority of the present owners of American lands have learned only the *art* of agriculture and were never taught the *science* of farming; and the fact may well be emphasized that the responsibility rests not with the farmer but with the people of trained minds and business ability,

*An address read before the Illinois Grain Dealers' Association at Decatur, June 8, 1910. Concluded from the October number at page 221.

who know that knowledge exists and know where and how to get it and who, if they would, could secure such fundamental information themselves and also disseminate it among the farmers and land-owners whom they meet face to face. The grain dealer's responsibility is great in this regard.

Why should the average yield of corn in the United States be only 25 bushels per acre and the average yield in Illinois be only 35 bushels per acre, when the average yield upon the farm of the University of Illinois, on normal soils, under practical, profitable and permanent scientific systems, is from 87 to 90 bushels per acre?

All these are only samples of many, many proofs that are easily available to any man or woman of the most moderate education and that are as easily comprehended or understood as the common problems of the average business man. If the grain dealers of the United States had the fundamental knowledge which they should have, and which they could easily secure by studying the subject an hour a day for a single month, you would promptly revoke and repudiate such false teaching as is now being disseminated by impracticable theorists in our own Government service. The erroneous teachings of the federal Bureau of Soils are ignored, opposed, or ridiculed in Europe; they have been denounced by the Association of Official Agricultural Chemists of the United States (although their unanimous denouncement by that national organization of agricultural scientists was cut out of their proceedings as published by the United States Department of Agriculture); they have been rejected or repudiated by every Land-grant College and State Agricultural Experiment Station in America that has been heard from, including those in 47 states and territories; they are not supported by the published teachings of any one of the older scientific bureaus at Washington, such as the United States Geological Survey, the Bureau of Chemistry, or the Bureau of Plant Industry; and they are contrary to the report of the National Conservation Committee and contrary to the action of President Roosevelt and to the advice of President Taft, looking toward the conservation of American phosphate deposits for use on American soils.

Why, then, is this erroneous teaching continued, even unto the present day? Because the chief men in the Bureau of Soils are not scientists but theorists, and they are "supported by the power of one unscientific man as the Secretary of Agriculture." Now, these are the exact words which I used in reference to the Secretary of Agriculture in a recent address to the City Club of Chicago, and they have been reported as a criticism of the Secretary. But they should not be so considered. Are they not rather a defense of the Secretary of Agriculture?

I do not understand that the members of the President's cabinet are selected for their scientific attainments; but rather for their wisdom in council and ability in administration. Certainly we have no right to assume that the Secretary of Agriculture poses as a man of science; and I hold that no one man in that position, or in any other position, even though he were trained in science, should be asked or expected to carry alone the responsibility of deciding upon the scientific merits of investigations of such far-reaching consequence as the permanent maintenance of the productive power of American soils; and to guard against the promulgation of erroneous doctrine, why should not the President of the United States be authorized to appoint a commission composed of the most eminent scientific authorities who, before they are published broadcast to the world, should first pass upon the findings of special investigators in the Department of Agriculture in fields of such tremendous economic importance to the whole country? Such a scientific commission would be of immeasurable value, not only to the people, whose interests would be protected and whose confident acceptance of established science would also be assured, but likewise to the Government, and especially to the Secretary of Agriculture, for the protection of his own Department.

No man of sense prefers to criticize or oppose another; and this is not at all a question of men, but one of consequences and of official duty to the land-owner and to the American people. In the words of the Association of Official Agricultural Chemists, whose unanimous report denouncing this erroneous doctrine of the Bureau of Soils was suppressed in their published proceedings by the Department of Agriculture,—in the words of that report, "To suppress what one conceives to be the truth, because it does not accord with the views of colleagues, is an enormity hardly conceivable to liberal-minded men."

Because of statements recently reported in the public press it seems necessary for me to say, before closing, that I have no fertilizer to sell; that I am not interested in a phosphate company; and that I have no connection whatsoever with any fertilizer company. I am not at all ashamed of the fact that I once assisted a company of Illinois land-owners to find and purchase a body of phosphate land so as to help insure a supply of phosphate for use on Illinois soils; and, if I had it in my power, I should help every landowner in the United States to secure control of sufficient phosphate to insure a permanent supply for the needs of his own farm. While there could be no moral or legal justice in prohibiting me from owning and selling phosphate, I do not do so, because of possible unjust criticism which might be offered; and, personally, I have absolutely no financial interest, direct or indirect, in the sale of phosphate or any other fertilizer. On the contrary, I buy both phosphate and limestone for use in the improvement of my own Illinois farm, down in southern Illinois, in the heart of "Egypt."

May I tell you, gentlemen, that I went with my father only thirty years ago into an eastern border county of the great territory of Dakota, whose area exceeds the combined areas of Missouri, Illinois, and Indiana? My father selected the first farm out of a township of free Government land which is now worth \$100 an acre; there I gathered the buffalo bones from before the plow that turned the rich virgin sod; and in 1909 the Dakotas produced more wheat than all of the states east of the Mississippi, save only Illinois and Indiana.

No greater problem ever confronted any nation than now confronts the United States, but the solution is plain:

1. The rapid investigation of the agricultural lands in every state and the wide dissemination of the information relating to practical methods for their improvement and permanent preservation. This is local work and is best done by the state institutions and organizations; but because the total

These are the means, and the only means, by which America can solve the mighty problem of the permanent maintenance of her own prosperity and civilization. Will the Illinois grain dealers, as individuals and as one of the most influential agricultural organizations of the state, perform their part in acquiring and disseminating knowledge, in molding public opinion, and in securing needed legislation by the state and Nation and essential instruction by the local schools in town and country?

PLANT OF THE PHILIP SMITH MANUFACTURING COMPANY.

Our illustration shows where the "Sidney" lines of grain cleaning machinery are made and Mr. B. D. Heck, secretary and treasurer of the company which makes the machines, seated at his desk in the office.

The plant of the Philip Smith Manufacturing Company, located at Sidney, Ohio, comprises a ma-



B. D. HECK IN HIS OFFICE.

chine shop and wood working department, foundry, office and warehouse. The business was established in 1849 by Philip Smith, and was incorporated as a stock company by the present firm in 1902 with a capital stock of \$125,000 and the following officers: Philip Smith, president; B. D. Heck, secretary and treasurer; L. M. Studevant, vice-president and general manager, and A. J. Hess and R. J. Hess.

Mr. Heck became associated with Philip Smith in 1892 as office manager and has contributed no little to the rapid growth of sales which the company has made. As a result of the excellence of their product and Mr. Heck's business acumen the company has sold more shellers thus far this year than



PLANT OF THE PHILIP SMITH MFG. CO., SIDNEY, OHIO.

revenue of the state government is usually only about one-tenth as great as the state's "share" of the Federal revenues, the Federal appropriations to the state agricultural institutions should be largely increased; preferably, perhaps, in some proportion to the importance, quantity or value of the agricultural production of the respective states. All public schools should offer some instruction in the principles which must underlie systems of permanent agriculture, special attention being given to local soils and crops so far as practicable.

2. Just and adequate laws should be enacted by the Nation for the better control of immigration, and by the states for preventing the reproduction of every form of degeneracy, whether revealed by insanity, criminality, idiocy or beggary.

for any year in its history and besides sold all the Sidney Cleaners they could possibly make.

Their new Catalogue No. 25, just issued, illustrates the "Sidney" lines complete and a copy will be mailed free on request.

Sandusky County, O., dealer writes C. A. King & Co.: "Farmers say considerable corn is in bad shape. One said he had husked some early-cut corn that was mouldy at both ends of the ear. Many complain of mouldy corn and some say they can smell it as they drive along the road. Pickaway County complains that some ears are not filled to within two inches of the end of the cob. A late, wet spring, replanting once or twice, and hot, dry summer are not desirable for big corn crop."

S. D. SCOTT.

Among the new members of the Grain Dealers' National Association from the South, who were present at the late National convention, was S. D. Scott of S. D. Scott & Co., Inc., of Norfolk, Va. Mr. Scott, while taking no conspicuous part in the formal proceedings, made nevertheless, many new acquaintances of shippers in the West, who were impressed by the gentlemanly bearing and intelli-



S. D. SCOTT.

gence of Mr. Scott himself and the claims of the Norfolk market as presented by him.

Messrs. Scott & Co., Inc., are wholesale dealers in hay, grain, meal and mill feed, with fresh cracked corn as a specialty, and operate an elevator and warehouse on the Norfolk & Western Railway at Norfolk, that will store sixty cars of hay and grain. Their business connections and outlets are principally in Norfolk and eastern Virginia and also in eastern North Carolina, shipping either in car lots or fractions to suit their trade.

[For the "American Elevator and Grain Trade."]
CONCERNING AGRONOMY.

BY L. C. BREED.

As the majority of grain dealers come into close contact with farmers, and are, or should be, interested in their welfare, it is desirable that the grain dealers should take some pains, at least, to post themselves on subjects that concern farmers. And furthermore, in some matters, in doing so, they will promote their own interests as well.

The important subject of improving seed is now engaging the attention of the leading grain exchanges and has been taken up by the Council of North American Grain Exchanges, as the readers of the "American Elevator and Grain Trade" are aware, as reference to it has been made in the columns of this journal. A systematic effort is now being made to awaken very general interest in the matter and also to collect information bearing upon it that is of practical value to the farmer and to the grain trade.

The writer dropped in the other day at the office of Bert Ball, the "publicity man" of the Merchants' Exchange of St. Louis, and in the course of a chat, he mentioned he was going to Washington at the week's end to attend a meeting of leading agronomists which is to be held there. Now the writer is strenuously seeking to be an up-to-date man, and a consciousness of a certain shortcoming was experienced when forced to inquire what an agronomist might be. Mr. Ball rejoined, "Why, a party interested in agronomy." To this remark an earnest wish was expressed that he should stop using Latin and talk in plain English. It then fell out he was going to attend a meeting of scientific gentlemen

interested in soil analysis and development and seed breeding and cultivation. Soon afterwards, the writer went on 'Change and inquired of several astute members if they could tell him what an agronomist was. Of the parties interviewed, one who was a graduate of the Boston School of Technology, said "agro" referred to soils, and thus he guessed fairly well in making his answer.

Resuming the general subject after this preface, the writer would advise that the inquiries and suggestions which are being brought to the attention of the grain trade by Mr. Ball, in conformity with the instructions of President Cochran, chairman of the "Better Seed Committee of the Council of N. A. Grain Exchanges," be given the widest possible circulation.

Among these inquiries and suggestions are the following:

Have you any choice seed grain for sale, or will you need seed?

If you have any good seed grain, you should send a sample to the state experiment station, stating how much you have and what price you want for it. Your name will be listed and sent to those who ask for good seed.

If you need good seed, the state experiment station will tell you where to get it.

It is important to select your seed grain early and take good care of it. It will pay you to begin sowing a pure strain of each kind of grain, using a pure-bred seed best adapted to your soil and climate.

If you have any doubt as to what varieties to plant, write to the state experiment station and ask them which will do best in your soil.

If your seed appears to be mixed or falling off in yield, ask the state experiment station where pure-bred seed of the most suitable kind may be obtained. They will send you the names of all persons who have good seed to sell and will name the price.

Are you testing your seed for germinating qualities? It is a simple matter and the state experiment station will send you full directions how to do it at home.

Do not waste your time in sowing new varieties (except on small tracts as an experiment) unless your state experiment station recommends the new variety. You cannot afford to take the chances. It would be much better to learn the results from your state experiment station.

Wheat, oats, barley and rye seed may be best prepared by fanning mills which separate by size and by weight by means of both screens and wind blast. You should thoroughly fan and clean your seed, selecting only the heaviest and plumpest kernels of good body for sowing and avoid planting shrivelled and dwarfed kernels.

By attention to these rules, you can increase your crop without special fertilization from four to ten bushels per acre.

INSPECTION ON THE COAST.

The grain standards committee of the Chamber of Commerce of Portland, Ore., has appointed Thomas Kerr, chairman of the committee, chief grain inspector with the following deputies: Portland district—Thomas Fairfowl, D. T. Brush, A. J. Shanks and John Dillon. At Tacoma, for Puget Sound district—George Denman, Archibald Grand, H. Cenbrough and C. C. Paget.

In spite of the emasculation of the inspection law of Washington by the Supreme Court, which has ruled that grain consigned by the shipper to himself need not be officially inspected, the Railroad Commission still maintains an inspection department, and on October 15, promulgated new rules for handling cars, demurrage, etc., as follows:

"The local inspectors at the cities of Seattle and Tacoma, after conference with railroad companies operating therein, shall designate tracks upon which cars containing hay and grain subject to state inspection shall be placed for track inspection.

"All cars containing hay or grain subject to inspection, where no general or specific instructions have been given as to placing of such cars for inspection, which are placed upon the track so designated, and notice of such cars being so placed is served on the state grain inspector prior to 9 a. m., and notice thereof given by telephone or personally to the consignee prior to 10 a. m., will receive prompt attention. Disposition of all cars inspected each day, where the notices above referred to have been given, shall be ordered given before 5:30 p. m. of the same day, or if track inspection is waived disposition shall be given before 5:30 o'clock of the same day, and failure to order or give disposition before 5:30 p. m. of such day shall authorize the railroad company to charge demurrage at the rate of \$1 per day for every day or fraction after 5:30 p. m. that disposition of such car shall have

been delayed. Cars received after 9 a. m., or when notice of arrival and setting are not given the state inspector before 9 a. m., or consignee before 10 a. m., shall be entitled to free time within which disposition may be given, until 5:30 p. m. of the day succeeding such arrival and notice.

"Where the consignee desires reinspection he shall file orders with the local freight agents for cars upon which reinspection is called, and where cars are held for reinspection twenty-four hours additional free time shall be given. If on such reinspection the grade is changed no charge shall be made for such time. If the grade is sustained, demurrage at the rate of \$1 per day shall be assessed.

"Consignees who desire to waive track inspection and have warehouse inspection shall, in addition to notifying the state inspector, also notify the local freight agent prior to 5:30 p. m. of the day on which notice is given prior to 10 a. m. of the said day."

DAVID RANKIN DEAD.

Hon. David Rankin, of Tarkio, Mo., famous as one of the largest if not the largest producer of corn in the world, and revered in Missouri as one of the state's benefactors and philanthropists, died at his home on October 18. He was about 85 or 86 years of age and up to the very last was daily engaged in the conduct of his immense business affairs, as active as the average man of forty-five.

He was a self-made man in the full sense of the expression. Starting a comparatively poor boy, seventy years ago, in the state of Illinois, when the farmer boys kept their rifles strapped to the plow



THE LATE DAVID RANKIN.

handles, he became the owner of a 27,000-acre farm in the northwestern part of Missouri, of which he planted 18,000 acres to corn annually, all of the product of which he fed to hogs and cattle, and from which he received a princely income every year. He personally directed all the business of his immense holdings, his many acres being farmed and his affairs managed with the perfect system of a great and successful corporation, with himself as general manager in close touch with his assistants. A big, broad-shouldered, brainy man, with hair and beard as white as snow in his later years, he had the presence and the carriage that marked him as an unusual—a remarkable, man in whatever company he was found.

His public benefactions include a college at Tarkio, Atchison County, to the support of which he

annually gave large sums; and many churches, public schools, etc., of his county are pointed out as the gifts of David Rankin to his neighbors and friends.

[For the "American Elevator and Grain Trade."]

WHY SHOULD GRAIN EXCHANGES AFFILIATE?

BY JAMES BRADLEY.

When the Council of North American Grain Exchanges was organized, one year ago this month, prominent members of the grain trade as well as the press put the pertinent query, "Why should the Grain Exchanges affiliate?"

The most logical answer to this question, without analysis, is that the exchanges should organize because there has not been a satisfactory medium through which the evils that exist in the grain trade could be eliminated or the present methods of trading unified and new measures promoted.

It is unnecessary in this era of commercialism to advance reasons for organization. Organization is a primal instinct of man. At the dawn of civilization, when man began to observe and to think, the first function which he exercised was that of taking unto himself a specific helpmate. From this union the family grew. Then we have the evolution of society,—from family to tribe, borough, village, township, county, state and nation. This great Nation of ours is merely an amalgamation of smaller organizations.

Rome had her unions a thousand years ago. Adam Smith, probably the greatest authority upon the subject of economics the world has ever known, in writing over a century ago, often refers to the organizations of that era, although he advocated a very unwise policy, due to the methods practiced at the time in which he lived. Adam Smith said that men in the same line of business should not be encouraged to meet together, and, in fact, if it were possible, laws should be passed prohibiting such conventions; but men have grown in wisdom since the days of the great Smith, and today that man who refuses to associate with an organization in a kindred line of business is at best a hermit and a commercial outlaw.

The underlying principle of development is the harmonizing of separate interests in the interest of the whole. By organization every separate branch of society is able to meet combination with combination, and superlative good is accomplished. Organization is a fundamental condition of religion, business and society.

The purpose of the Council is to stand between the producer, the tradesman and the consumer, on the one hand, and unjust combinations of brains and capital on the other. The "objects" of the Council do not conflict with any other organization in existence. They are set forth in the constitution and by-laws as follows:

The objects of the organization are to increase the efficiency and extend the usefulness of exchanges trading in agricultural products; to promote uniformity in custom and usage; to facilitate the adjustment of business controversies and differences that may arise between members of the various exchanges; to render enforceable the principles of justice and equity; to encourage the enactment of wise and helpful legislation; to enlighten the general public as to the important service rendered by exchanges in handling agricultural products; to cultivate reciprocal relations between the trade of North America and that of other countries; to obtain by affiliation those greater legitimate advantages unattainable by separate and local effort; and generally to advance the welfare of the grain trade, its allied interests and all those engaged in the production, handling, marketing and consumption of the agricultural products.

The Council will defend the grain exchanges of this country when it is necessary to rally to their defense, but it will just as quickly defend its producers or take any steps possible to promote their interests. The consumers will also find in the Council a defender, for right is right; and neither things present nor things to come can alter Right or make progress in its defiance.

The Council is organized upon the broadest basis consistent with efficient work, and it solicits the co-operation of every organization interested in the

promotion and welfare of grain commerce. Its purpose is to co-operate and promote.

The next meeting of the Council will be held on the first Monday in February in Chicago. An excellent program is being prepared for that meeting, and it is expected that a large number of representatives will be sent from every exchange in addition to the delegates to the convention. A permanent secretary will be appointed by the new officers elected at the meeting, and the great work of the Council will be earnestly promoted.

AS SEEN IN OHIO.

The premises of Joseph Ringlein at Leipsic, Ohio, pretty nearly tells its own story in the picture. The main elevator is 50x24 feet on the ground and has a storage capacity of 10,000 bushels. Then there is the crib annex for ear corn, 10x40 feet on the ground and 35 feet high, and the warehouse for hay, seeds, coal, etc., 22x50 feet in size.

The machinery includes a No. 2 Western Sheller, No. 2 Western Shaker Cleaner, Monitor Grain Cleaner, one 3-pair-high 9x24-in. feed mill, one 100-bu.



PREMISES OF JOSEPH RINGLEIN AT LEIPSIC, OHIO.

hopper scale, one 3x4 ft. platform scale, one 22x8 ft. 6-ton wagon scale.

As seen by the warehouse signs, Mr. Ringlein handles flour and feed, does custom grinding for his farmer friends, and handles coal as well as buys hay, grain, seeds, etc. His location is a favorable one. His surroundings are good, and he has a good outlet to all markets via the N. Y., C. & St. L. R. R., which supplies trackage to the premises.

GOVERNMENT TERMINAL ELEVATORS.

The Western Grain Standards Board of Canada, at its October meeting, after making up the standard samples for the commercial grades of Nos. 4, 5 and 6 wheat, feed wheat, and feed barley, which govern the grain inspectors in their grading of damaged grain, and which were ordered sent to all the leading corn exchanges and officials interested in the grading of grain, adopted the following resolution moved by D. W. McQuaig and J. W. Scallion, as amended by the Hon. W. R. Motherwell and Jno. McQueen:

Resolved, That this Board desire to draw to the attention of the federal government to the question of the advisability of acquiring and operating the terminal elevators at Fort William and Port Arthur, and elsewhere in Canada, including the Eastern transfer elevators, with a view to ensuring and maintaining the admitted high standard of our grain in all markets, and as inspected at Winnipeg.

It is estimated the October rains and floods caused damage of \$175,000 to \$200,000 in Gibson County, Ind., and in that county, with Knox and Pike included, \$500,000, the loss being to grain in the fields.

CORN IN THE GULF STATES.

The most astounding news comes from the reports of the doings of the various corn clubs organized in Louisiana and Mississippi upon the suggestion of the U. S. Department of Agriculture and to which the Department is lending its technical aid. Prof. V. L. Roy, who has been in charge of these experiments with corn in Louisiana, states, in a recent report of the work done by the boys on areas of land ranging from half an acre to an acre and in which the yield from the entire area was calculated, that he found that seven parishes gave an average of 100.86 bushels per acre as the first best yield while the second best was 88.34 bushels per acre. "It is suggested that it is very doubtful as to whether the prairie lands of Indiana, Illinois, Iowa or Missouri could surpass these yields, even in their best selected spots and to the same extent," says the Louisiana Planter and Sugar Manufacturer. "The yield reported from Livingston Parish, the soil of which is of our so-called bluff formation, hardly so good as the alluvial or prairie lands and yet better than the hill lands, reports

153.8 bushels of corn per acre as its best yield and 104.7 bushels as its second best yield. East Baton Rouge is also bluff land, and the first best yield reported there was 108.54 bushels of corn per acre and the second best 104.7 bushels. Claiborne Parish, however, in North Louisiana, one of the hill land parishes, the soils of which, while really excellent in quality, are regarded as less desirable than the rest, gave its first best yield as 120.13 bushels per acre and its second best yield as 118.40 bushels per acre. The flat pine lands of Tangipahoa and Washington Parishes gave 78 bushels and 84.6 bushels respectively as the best yields and 77 bushels and 78.85 bushels as the second best yields respectively. East Feliciana, which rates itself as better than the hill lands and better than the pine lands, but hardly up to the uplands in quality, yielded 80 bushels as first best and 66 as second best. Out in the prairie parish of Lafayette the first best yield was 84.6 bushels and the second best 78.75 bushels. These figures are enough to paralyze almost any Louisianian who has deplored the advent of the boll weevil and the loss of the cotton crop. Corn is king today in the United States, and we have over three thousand millions of bushels as the crop of 1910; and its worth, right on the farms in the West and the South, is about 1,500 millions of dollars.

"Louisiana is not alone in our great production of corn. Mississippi has come to the front also; and the telegrams from Mt. Olive, Miss., to the public press under the date of October 21, were to the effect that the corn club reports and exhibits astounded everybody at the Covington fair. Forty-eight competitors had their corn measured by com-

mittees, as required, and the general average yield was found to be 94 bushels per acre. The highest yield was 214 bushels per acre. Many of the schools of the country attended the Fair in a body and everyone was delighted with these extraordinary successes.

"About thirty years ago, when corn sold down to about ten cents a bushel in Illinois and Iowa* and it was found cheaper to burn corn as fuel than to buy coal for that purpose, we were getting 6 to 8 cents per pound for sugar, and we bought our corn from these producers and were led to think perhaps then with eminent propriety, that we could not compete with the farmers of the West in corn production.

"A great change has come over the West within the limits of one generation. The general rise in the value of all food products and the movement of the young men and women from the country to the cities have so materially changed the agricultural situation that we have almost forgotten that there was a period of glut in the corn market; that there was a time when pork was very cheap, when cattle went begging for buyers, when eggs and butter could be had at reasonable prices. Now, when eggs are unobtainable excepting of the cold storage variety, when butter retails at 35 to 50 cents per pound and corn in these latitudes at 75 cents a bushel, we are beginning to find that the high prices of food products bid fair to invite, and, in fact, to secure, a return tide of the migratory section of our race. Many of them are now longing to go to the country where they can secure far more of the comforts of life than they now have and secure these without the hazard that they experience in the cities. Anyway, it is one of the most tremendous changes that could occur in the history of any country and it leads us to wonder what will occur during the next generation, say during the coming three decades?"

THE DANGERS IN SHINGLE ROOFS.

Fire Bulletin No. 7 of the Michigan Millers' Mutual Fire Insurance Company has been sent out to the Company's patrons. It is entitled "Shingle Roofs" and speaks in no uncertain language of the dangers attendant thereon. Says the bulletin:

Is your plant roofed with shingles? If so, sparks from locomotives, from smoke stacks, from the burning out of chimneys, and flying brands from burning buildings are a serious menace to it. Fires originating in shingle roofs occupy a prominent place in our loss records. So prominent has this hazard become, that we are obliged at this time to double our former charge for shingle roofs on elevators and warehouses.

An old shingle roof is the best spark-trap known. A moment's reflection will make plain to you the utter absurdity of covering your roofs with kindling wood, which a shingle roof closely resembles after a few years of weathering.

We have given the question of composition roofings considerable attention and can send to all inquiring members a list of such roofings as have been submitted to, and approved by, the Underwriters' Laboratories at Chicago. Upon request we will send to any of our members east of the Mississippi River, a case containing specimens of all such roofings, which will enable you to examine them for yourself and select a roofing suited to your needs.

A good galvanized iron roof is undoubtedly the best, both from the standpoint of fire protection and utility. A cheap steel or charcoal iron roof is expensive at any price, on account of their tendency to rust through from the under surface, and the cost of painting.

The miller or grain dealer who tempts fate by continuing the use of shingles, not only risks the inevitable loss of business following a fire, but subjects himself to a needlessly high insurance tax.

The foregoing sets forth facts as they are, and the question of shingle roofs is a "live one" from the fire protective standpoint. Let all, then, "read, mark, learn and inwardly digest," and there will be an appreciable falling off in the fires from "sparks on shingle roof."

Jamaica is now importing corn as well as flour from the Argentine.

*Wasn't it only Kansas and Nebraska? The lowest average price of corn at Chicago for any given time, 1873 to 1908, inclusive, was made in 1877, when the lowest average was 21½¢ in January and February, while the highest average during the year was only 29¢ in October. In 1880, "thirty years ago," the lowest average price for the year was 31½¢ and the highest 44½¢ in November. The average December price of corn for the entire country in 1880 was 36¢; in 1897, 21.2¢.—Ed.

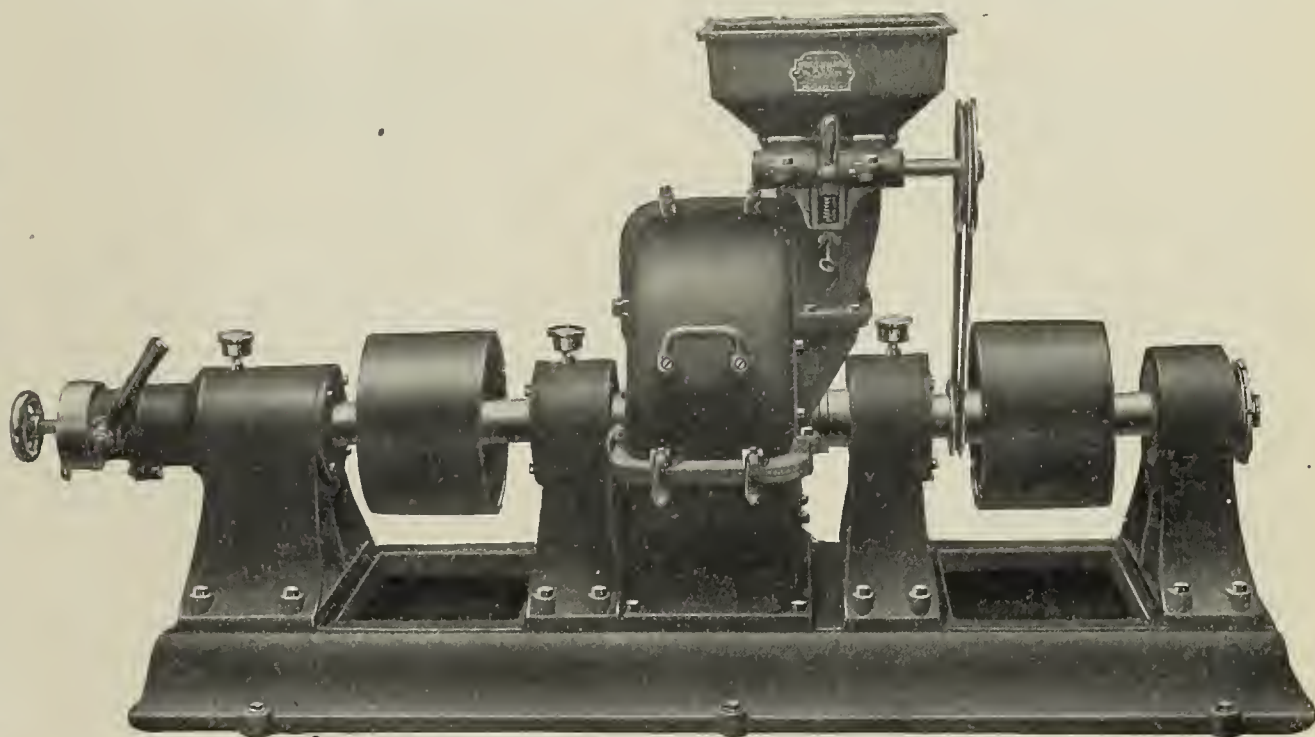
THE MONARCH BALL-BEARING ATTRITION MILL.

As all our readers are doubtless aware, one of the most common of the many "Monarchisms" which Sprout, Waldron & Company have been preaching for many years has been "bigger profits through better feed grinding." And now the company has put on the market a new attrition mill which, they claim, makes the complete realization of that slogan a living possibility.

Sprout, Waldron & Company are announcing at this time the new Monarch Ball Bearing Attrition Mill which is, the manufacturers assert, the first attrition mill fitted with ball bearings ever put on the market.

For more than a year the company has worked and experimented with this mill, perfecting the details of construction. As a final step, a number of these new mills were placed with millers who gave them a most thorough tryout under severe working conditions, and the company states that every one of them created great enthusiasm with the operators.

To certain features of this new mill Sprout, Waldron & Company desire to call special attention.



THE MONARCH BALL-BEARING ATTRITION MILL.

The first of these is in the matter of power. The makers guarantee that the new grinder will save at least one-third in power, and if it will not they will take it back and refund the money. And, as they state, "the proof is up to us."

Another big feature claimed for the Monarch Ball Bearing Attrition Mill relates to the tramming of the plates. The makers assert that the mill cannot possibly get out of tram as all parts are carefully machined to fit each other, being accurate to one one-hundredth part of an inch.

There are four bearings in all on this machine, as will be noted from the illustration, and they are absolutely dust-proof, the manufacturers claim. The ball races and the shaft are turned to the highest degree of accuracy, and it is said that there is no increased friction on the bearings with an increased load, the only question being that of extra power to grind the extra output. The bearings are guaranteed for one year.

When the mill is shipped each of the four bearings contains enough grease to last from one to three months, and it is necessary to add grease only occasionally through the compression grease cups. This means not only a saving in oil but improved conditions in and about the machine, with no oil to run over the outside, collecting dust and making it unsightly.

The Monarch Ball Bearing Attrition Mill is also fitted with tapered split seal rings, made adjustable to take up wear, has the Monarch runner head and the special Monarch grinding plates, made of a special, tough, hard-wearing mixture, and has the Mon-

arch safety spring, relief spring and quick release, operated by a hand lever shown in the illustration.

The mill is built in seven sizes: 16, 18, 20, 22, 24, 26 and 30 inches, all with interchangeable parts. The makers report no trouble in selling the mill, in fact the only trouble comes in supplying the demand, which has been astonishing, in view of the fact that no advertising has been done before the present time.

If the millers who are interested in the Monarch Ball Bearing Attrition Mill will write to the makers, Sprout, Waldron & Company, box 300, Muncy, Pa., stating the size in which they are interested, the amount of power they are using, and describing their present drive, the company will be glad to quote a price and make some valuable suggestions.

FLAXSEED SPECULATION IN ARGENTINA.

It is to be greatly regretted that the Buenos Aires future market is being allowed to degenerate into a second Monte Carlo, says the Times of Argentina. "If the directors had pushed the storage and warrant scheme time, the trade would have been efficaciously protected, now it will require a

long pull and strong pull to put the trade on a sound and non-speculative basis. On Thursday, September 15, we witnessed a movement in February linseed such as Chicago would envy. At 11:35 the price opened at \$17.28. For a few minutes steadiness prevailed and then suddenly the price started jumping until \$17.50 was touched, after which down it came again to \$17.20, closing eventually at \$17.24 at noon. Such sharp fluctuations in the course of twenty minutes, without outside influence or crop news of any description, forces us to the conclusion that every transaction was solely of a speculative nature.

"Only wholesale storage and warrants can save this market from falling to the level of a bucket-shop. When we opened our campaign in favor of the establishment of a grain option market, we placed storage and warrants as necessary and immediate adjuncts. Unfortunately much time has been lost, we have had three years of option dealing, and it is only now that the other necessities are being seriously mooted. It is to be sincerely hoped, for the reputation of the market that such scenes as occurred on Thursday morning will not be repeated."

The month of September ended the free time for corn imports by Mexico, and Southwestern shippers did a large business. Most of the grain went out of Kansas City and St. Louis.

New Orleans in October exported 57,446:20 bus. wheat and 197,750:16 bus. of corn, being a decrease of 59,202 bus. of wheat and 113,335:44 bus. of corn compared with October, 1909.

A LAMENT.

There's something kind o' pathetic about this trade of ours;
A lot of good fellers in it who ain't afraid of cars.
They bluster and they bristle, 'til they imagine they are wise,
Until the true game confronts them. Ye gods! Just hear their cries.
They holler and beller 'til you'd think their lungs would bust;
They cuss Old Dame Nature whom they accuse of bein' a trust.
But let me tell you, fellers, it's your mind that is at fault;
You do not reason clearly; in anaylsis you have a halt.
Just look up statistics for forty years or more,
And then you'll have some knowledge, with a feelin' much less sore.
—Contributor to King's Circular.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

NEW CORN AT BUFFALO.

Editor American Elevator and Grain Trade:—It will probably be of interest to your readers to be advised that we received the first two carloads of new yellow ear corn from northwestern Ohio today. From surface indications, the corn is of good quality. The moisture percentage was 27½.

Yours very truly,

Buffalo, Nov. 1.

EASTERN GRAIN CO.

NATIONAL HAY TO MEET AT NIAGARA FALLS.

Editor American Elevator and Grain Trade:—At a call meeting of the Board of Directors, held at Auburn, New York, Saturday, October 29th, it was decided to hold our 18th Annual Convention at Niagara Falls, New York, with headquarters at the International Hotel, July 25-26-27, 1911.

Yours truly,

J. VINING TAYLOR,

Winchester, Ind.

Sec'y-Treas.

ENLARGING FACILITIES.

Editor American Elevator and Grain Trade:—Enclosed find one dollar for your "American Elevator and Grain Trade," which we think is one of the best papers published today, and we would not be without it.

We have been in business here for one year. We had capacity for 20,000 bushels, and our business has increased so much that we are building a new addition for 15,000 bushels more, with three new dumps, and are also putting in some new machinery.

Yours truly,

E. E. HARBOUR & SON.

Pemberton, Ohio.

ADDITION TO MR. BEATTY'S REPORT.

Editor American Elevator and Grain Trade:—You have made a very excellent report in your October number of the Grain Dealers' Convention. In the Report of Committee on Telephone and Telegraph an addition was made which was omitted from the copies which Mr. Courcier handed you. Should you care to add this addition it is for you to say; it is probably the most important point in the paper.

Yours truly,

EDWARD BEATTY.

New York City.

The addition referred to is as follows:

INTERSTATE TELEGRAPH AND TELEPHONE COMPANIES
BROUGHT WITHIN THE REGULATION OF THE
INTERSTATE COMMERCE COMMISSION.

At the recent dinner of the Republican League in New York President Taft referred to the fact, as one of the achievements of his administration, that telephone and telegraph companies had been brought within the regulation of the Interstate Commerce Commission.

The following is an extract from the new federal law, approved June 18, and taking effect August 17, 1910:

"Section 1. That the provisions of this Act shall apply . . . to telegraph, telephone and cable companies (whether wire or wireless) engaged in sending messages from one state, territory or the District of the United States, or to any foreign country, shall be considered and held to be common carriers within the meaning and purpose of this Act, and that all charges made for any service rendered or to be rendered . . . for the transmission of messages by telegraph, telephone or cable

as aforesaid or in connection therewith, shall be just and reasonable; and every unjust and unreasonable charge for such service or any part thereof is prohibited and declared to be unlawful."

THE QUESTION AT ISSUE BETWEEN THE MILWAUKEE CHAMBER OF COMMERCE AND CHICAGO BOARD OF TRADE.

Editor Elevator and Grain Trade:—Your criticism, in your issue of October 15 of my article on the "Milwaukee and Chicago Relations" loses its force entirely because it does not comprehend the cause of complaint. The question of "puts and calls" is not in any sense the one under consideration. Milwaukee does not care what prohibition Chicago puts on this class of trading, nor to what market it is applied, although Milwaukee would like incidentally to be informed why Chicago Board members are permitted to make these trades, as they do, in Minneapolis and not in Milwaukee. However, Milwaukee is perfectly willing to ignore this unexplained discrimination, but does insist that the rule expelling any member of their Board for trading in any market where Chicago warehouse receipts are deliverable on sales of grain for future delivery, is a direct violation of common law and therefore a violation of their charter, which empowers them to make rules and regulations for their self-government, but not in contravention of the state or common law. This is the entire question at issue; and if Chicago has any defense to make, they must meet it, and not set up a man of straw to demolish in the shape of their "puts and calls" fetich.

It is a confession of weakness of their position that every argument emanating from Chicago, including your editorial, has not met the issue in dispute, but has contended that this illegal rule was passed only to eliminate trading in "puts and calls," while Milwaukee has traded in these privileges for the past forty years and proposes to continue. Chicago's action, in this respect, is of no interest to us whatever. We simply claim that Chicago warehouse receipts for grain are public property, and like a government greenback, or a bank note, negotiable and deliverable anywhere in the United States.

This is the question that we have submitted to the United States Attorney General; and in this connection I enclose the opinion of one of the best read lawyers of the State of Wisconsin.

Yours truly,

GEORGE W. SHEPHARD.

Milwaukee, October 18, 1910.

OPINION REFERRED TO ABOVE.

The certificates given out by the elevators for the storing of wheat are commonly called by those in the trade, "Wheat Receipts," as we understand, and are made payable or deliverable to "Bearer." If this is the case, the receipts are negotiable and often pass from hand to hand in rapid succession. The title to these "receipts" passes upon delivery from person to person, and delivery is the very essence of the contract. It requires no formal writing, or, in fact, the assent of the elevator company issuing the receipt to pass the title of the receipt from the holder to the receiver. If it did, it would cause such a complex and onerous condition of affairs between the elevator company, the receiver of the receipt, and the party, or parties, to whom he designed to deliver it, that it would result in confusion, and only a fraction of the business now done on delivery day would be accomplished.

Reasoning from the above as herein set forth, the elevator company cannot legally follow the receipt beyond the first holder and even then only on the grounds of fraud. It cannot follow the receipt with any more reason than the United States Government can follow or trace a twenty-dollar gold piece after it leaves the mint for circulation. In tracing the life of the receipt from its inception (or birth so to speak) to the time when it has fulfilled its mission and the wheat is actually delivered to some holder of the same, we cannot find that the Chicago Board has appeared in any one of the transactions as a factor.

By what right or authority does it now inject itself into this controversy? It has no more right over or control of the receipt than a church or the Young Men's Christian Association. If the elevator company, which is the creator of the receipt, cannot follow it, how can the Chicago Board and plead any form of legality? The meddling of the Chicago Board, or injection of itself into this process

of doing business, is unaccountable, unless it is inspired by jealousy, or an over-reaching desire to benefit itself by treading on the rights of others. It is certainly not justice or common sense. It is not good policy and it ought not to be public policy.

We have not referred to the claim that it is an invasion of personal rights by a corporation without the slightest legal right or authority. We have not touched upon the probability of damages resultant upon such invasion or interception of civil and common law rights, but hope that before it is necessary to do so, they will take counsel of admonition and do as they would be done by.

MR. WELLS'S REMARKS AT THE SEED CONFERENCE.

Editor American Elevator and Grain Trade:—My attention has been called to copy of your report of my remarks before the Committee on Seed Improvement of the North American Grain Exchanges at Chicago.

Your reporter has misconstrued my statement to a considerable extent and in fact has not given expression to the spirit of my remarks in general.

Some of the statements as published are entirely in error and I enclose herewith copy that I have revised for Mr. Ball, secretary of the committee, at his request, and you will note by comparison the errors made by your reporter.

Yours respectfully,

GEO. A. WELLS,

Sec'y Western Grain Dealers' Ass'n.

[In justice to our reporter it should be said that he used substantially the entire transcript of Mr. Wells' remarks as made by Mr. Ball's own reporter. We take pleasure in printing Mr. Wells' remarks as revised by himself, as follows.]—EDITOR.

Our experience in Iowa is that there are two lines of work. First, the college or scientific, along the line of experimentation; and then there is the idea of awakening the farmers to do the things that they know very well how to do but neglect to do.

I think it was in 1903 that we organized the first Seed Corn Special Train; and in 1904 I came to Chicago and arranged with the managers of the different Iowa roads to provide the equipment and allow me to make up the schedule to cover the state of Iowa.

That year we traveled 10,000 miles in Seed Corn Special Trains and delivered 1,100 lectures, making 700 station stops, with a total attendance of about 150,000 farmers; in addition to which were held about forty evening meetings in halls and opera houses [in towns] where the trains stopped over night.

These trains were provided without cost by the railroad companies and have operated under the auspices of the Iowa State Agricultural College and the Iowa Grain Dealers' Association.

In conducting the seed corn special work, the lecturers made use of only three or four simple slogans with demonstrations, namely:

- (1) Testing the seed.
- (2) Adjusting the planter.
- (3) Necessity of early gathering and care of the seed.

There is no question that the grain trade can do a great deal in promoting this work, especially along the line of awakening the farmers to do these simple things that they neglect to do and also to lend assistance and encouragement to the agricultural departments of the state colleges and the experimental stations.

We have one of the leading agricultural colleges in the country in the state of Iowa, but they are not giving the attention to the small grain crops, that we feel they should. The College is largely in the hands of those who are inclined to favor animal husbandry, and we believe neglect the farm crops and experimental work in improving the grain crops of the state.

We have one of the largest farms of any agricultural college but devote only in fact about 30 acres to experimental work in grain crops. I have observed that college professors who are using their efforts along the scientific lines of work are not as a rule enthusiasts in the direction of awakening the farmers to do practical things.

Assistant Secretary of Agriculture Hays of Washington accomplished remarkable results in conducting experiments, improving the quality and yield of wheat at the Minnesota state experimental station during his connection with the Minnesota State University, but I discovered that he was not altogether inclined to favor the idea of seed special trains and work of that sort. Possibly he considered the necessity of making certain in regard to any particular experimental proposition before enthusiastically offering it to the public, but we have been inclined to feel that there is no danger, so long as the general effort is confined to the simple slogans, such as we have offered and as advo-

cated by Professor Holden of the Extension Department of the Iowa State Agricultural College.

Several years ago the seed corn was in very bad condition in our state, and we engaged Professor Holden to go to Illinois and purchase two carloads of well-bred seed corn which was shipped to the College at Ames, where it was carefully selected by hand and put up in packages, each package being sufficient to plant one-fourth of an acre. The seed when ready for distribution cost the Iowa Grain Dealers' Association about \$6 per bushel. About 4,000 packages of this seed were distributed to farmers in Iowa by the grain dealers, and as a result of this Reid's Yellow Dent Corn is in evidence throughout the state of Iowa.

We have found that there are farmers in every locality who have well-bred seed grain of good vitality, but the difficulty is that such seed is not properly distributed among the farmers in the same vicinity. We find that there is often a feeling of jealousy existing among the farmers of a community. The farmer who raises the poor grain continues to insist that his grain is good, as compared with his neighbor's, who is, in fact, raising better grain than he. The local grain judging tests and exhibitions have the effect of advertising the farmer who raises good seed and gives him recognition by his neighbors, and I believe to some extent overcomes the spirit of jealousy that some times exists.

Country grain dealers may do a large work in effecting a distribution of the good seed among the farmers in their own locality. If the farmer who raises good seed offers it for sale at the elevator, it should be purchased and held in a special bin, to be sold to the farmers again in the spring; or the country grain dealer may compile a list of the farmers who have good seed and advise the farmers generally so that they may buy such good seed direct from the farmers who raise it. The grain trade should be very cautious in recommending different propositions, to know that they are practical from a scientific standpoint; and the Agricultural Department at Washington or the experiment stations of the different state agricultural colleges should be consulted before advocating any particular proposition that may be questionable. For instance, we might recommend that grain dealers in Indiana obtain Turkey red winter wheat from Kansas, and find that because of climatic conditions the Turkey red winter wheat would not prove successful. Thus the effort would be not only useless but detrimental. On the other hand, there are, no doubt, localities where Turkey red winter wheat could be grown successfully. The same is true in regard to oats. In Iowa we have found that the oats deteriorated rapidly in quality and vitality during the past few years, and a large amount of seed oats have been shipped in from the northern latitudes. It is a question that I understand has not been solved by our experiment station, whether the oats in Iowa may be improved by breeding, or whether it is necessary to keep continually shipping in seed oats from the northern latitudes.

SCREENINGS COMING.

Duluth has achieved some fame as a cargo shipper of grain, says a press dispatch, but it was not until October 27 that the port could also lay claim to being receiver of grain in cargo lots. On that day the steamer George Peavey of the Wolvin fleet arrived from Port Arthur with a cargo of wheat screenings. The cargo was delivered at the Consolidated Elevators.

It was said that the George Peavey would return to the Canadian head of the lakes for another cargo as soon as this one was unloaded. It is explained that the Canadian elevators have a large amount of screenings and a limited market, and that this situation has made a market possible in the United States, where there are also plenty of screenings but a good market also.

VELVET CHAFF IN WISCONSIN.

As anticipated would be the case, the Wisconsin Grain and Warehouse Commission, having adopted the policy of "Me Too" whenever the Grain Appeals Board of Minnesota acts, has accepted Prof. Ladd's dictum from North Dakota as to velvet chaff wheat, and has officially declared that "the Commission finds no basis for discrimination against this variety." One most conclusive argument leading to this conclusion is the statement that there have been "vast quantities" of the velvet chaff wheat constantly shipped to Minneapolis mills, but there was no record that any of it had ever been shipped out of the city.

Send us the grain news of your neighborhood.

THE JOKE ON THE CONFLAGRATION.

BY GUIDO D. JANES.

"Fire! Fire! Conflagration!" some guy yelled out, night before last, under Oscar Garner's bed room window, while the latter was busily engaged in slumber.

Awakening from his said slumber, Oscar said, "What?" in a tone of voice that denoted it to be a question rather than an exclamation of surprise.

"Fire! Fire! Conflagration!" repeated the guy.

"Where?"

"Several rods distant from your elevator. It's a hot one, too. The lumber yard will all go, and



THE HEROES AT WORK.

then your place of business. If you have no insurance, I will lend you my shot gun to bombard yourself."

"No, thanks. I am secretary of the Grain Dealers' Association, and I promised to be present at the next meeting. If it were not for that I would be in —"

Here Oscar paused and broke out laughing. The guy not only heard it, but from the illumination of the conflagration he could see it, as its owner, now out of bed, was up and donning his wearing apparel.

"I am not kidding you about the fire," returned the fellow. "It is the truth. You can see the flames from here."

"I believe you. Only I had to laugh; for the joke



"YOU HAVE SAVED THE WHOLE BLOOMIN' TOWN."

soon will be upon the conflagration instead of myself."

"How so?"

"I will show you." And climbing out of the window Oscar joined the fellow.

"What's your name?" he asked.

"Tobie Smith."

"O, yes, you work down at the flour mill."

"Yes, sir."

"Well, Tobie, help me out a few minutes and I will pay you time and a half. My house foreman is

out of the city at present, otherwise I would press him into service."

"I will take you up."

By this time the two had reached the fire. A peach of a one it was, too. The entire department of the city was on the job, tossing wet blankets onto the trouble but with little or no good result. The chief and two battalion chiefs had already given up in disgust and had gone home. The captains and the pipemen were still sticking at it. They said they would remain as long as the spectators did, for they were grand-stand players. The Chamber of Commerce had gotten wind of this and were drumming up the crowd and converting them into rooters.

Taking a hasty glance at the situation, and realizing that the fire was going to expand in a few minutes, Oscar hurried into his elevator, and quickly rigging up the elevator leg so it would stick out over the roof, and made the endless chain and buckets saunter up there. This being done, he went into his engine room and started the gasoline engine to work, which in turn started the elevator chain to moving.

"Now, Tobie, I will go to our hand pump and furnish you with water. You will take it to the elevator boot, which is of cast iron, and deposit the liquid in there."

"Yes, sir."

By this time the sparks from the conflagration had converted the elevator roof into a bed of live coals. But just about that time, the buckets from the elevator leg dumped their water upon same, which made a volume of steam journey into the air.

The spectators observing this, and thinking the building to be in the act of exploding, became stampeded and withdrew. The captains and the pipemen followed suit. The fire was now left in the hands of our hero, Oscar, and the near-hero, Tobie.

At first, things looked gloomy enough for all concerned. Mr. Oats, the proprietor of the Fifth National Bank, cancelled his proposed European trip, and started to figure with an architect for a new bank building to replace the one that would shortly be consumed in the flames.

Meanwhile the elevator man was blocking the flames. The water rose in the elevator leg in a steady manner, and as the elevator stood in the track of the advancing fire, it had a tendency to thwart the fiery elements.

"In ten minutes more we will save the town from destruction," laughed Oscar, as Tobie paused in his endeavors to borrow a chew.

"I hope so, for I don't want all this work for nothing."

And, sure enough, at the end of the specified time, the flames were held in check; after which the town glided out of danger.

The president of the Chamber of Commerce, when he saw this, rushed into the elevator, where the two real fire-fighters were congregated, to wipe off the perspiration and congratulated them. As he did so, Tobie went out for a drink of water. In the excitement he had forgotten to take one.

"It's this way," added the Commerce man. "You have saved the whole blooming town. You can have anything within the gift of the people. Name it and it is yours."

"Well, I would not object to having a new wagon dump."

"What's that?"

"This." And opening a copy of the "American Elevator and Grain Trade" he pointed out an illustrated ad. to the fellow.

"We will get it for you immediately. I will take this magazine for reference."

"Very well."

And lo, it was so!

The Corn Products Refining Co. is doing the largest business in its history, but the margin of profit is small, due to low prices for its products. The company shows gain in practically every class of products, and is now grinding at the rate of about 110,000 bushels of corn a day.

SWITZER & SALISBURY.

Switzer & Salisbury are located at Ridgeway, in northwestern Missouri, where they own and operate a very good elevator of moderate size, as shown in the picture. Its capacity is only 10,000 bushels, but the Burlington usually gives good service, and the capacity has been found to be ample except when conditions are abnormal. The equipment includes a 15-h.p. I. H. C. Engine, Fairbanks Dump Scale, hopper scale, corn sheller of 300 bushels' capacity per



SWITZER & SALISBURY'S ELEVATOR.

hour and a seed cleaner of 100 bushels per hour. They operate also a feed mill (24-in. 4-roll mill), there being considerable cattle feeding in the neighborhood. They handle also seeds, salt, coal and fertilizers, and are doing a comfortable business. Both partners own pretty cottage homes in the village.

GRAIN TRAFFIC ON THE GREAT LAKES.

The system of inland waterways formed by the Great Lakes has done much toward making better and cheaper service in the marketing of a large part of the grain crops of the United States. Deepening the lake channels has made it possible to use larger vessels, and with the increased size of the carriers have come lower freight rates. A review of the past forty years, covering the principal events in this growth of cheap transportation, has just been published by the Department of Agriculture in a bulletin of the Bureau of Statistics.

In discussing improvements in lake channels, the report shows that in 1871 the ordinary depth of water at the shallowest points between Buffalo and Lakes Superior and Michigan was about 14 feet, while in 1909 this depth had been increased to 21 feet. Deepening the channel was accompanied by the building of larger boats. During 1871-1875 the average size of the vessels built on the lakes was 193 tons, of 100 cubic feet gross measurement and the average size of those built in 1906-1909 was 1,232 tons. The lake boats built now are more than six times as large as those built when the channel was 7 feet shallower.

While the average cargo of grain received at Buffalo for a season may be less than one-half that amount, 400,000 bushels is not an unusual cargo to be shipped in one vessel.

One ship cleared from Duluth on November 4, 1908, with 413,930 bushels of wheat, and sixteen days later cleared again from the same port, this time with a cargo of 462,374 bushels of flaxseed and oats. Each of these loads, if carried by rail, would have required 10 trains of about 40 cars each.

Freight rates charged for carrying grain on the lakes are much lower than in the days of shallower channels and smaller boats. The average rate for wheat from Chicago to Buffalo had decreased in 1906-1909 to less than one-fourth the average for 1871-1875, and in the past several years a considerable number of shipments of wheat have been carried over the thousand-mile routes from Chicago or Duluth to Buffalo for as little as 1 cent a bushel. Railroad freight rates on grain have declined also during the period covered by the Department's bulletin; the average rate from Chicago to New York by all-rail routes has been, for the past several years, less than one-half of the charges of thirty-five or forty years ago. During this time, the size

of the box cars, the kind used to carry grain, has increased three-fold.

The larger cargoes of the lakes do not pass through Welland Canal, its depth being but two-thirds that of the shallowest passages between Buffalo and Chicago or Duluth, so the shipments to ports on Lake Ontario and the St. Lawrence River are much smaller than those to Lake Erie. Of the total grain shipped by lake from Duluth (and Superior), Chicago, and Milwaukee during the past ten or more years, only about 7 per cent was carried to Lake Ontario or the St. Lawrence River.

To ports east of Niagara, even allowing for the longer distance, freight rates on wheat are much higher than to ports on Lake Erie. From Chicago the rates to Montreal have for the past several years been about three times those to Buffalo.

A considerable number of tables are given to show receipts and shipments of grain at the different lake ports and the quantities carried over various routes.

WINNIPEG AS A GRAIN MARKET.

The following statement of Winnipeg's position in the grain trade of the North American continent is by C. N. Bell, secretary of the Winnipeg Board of Trade:

The importance of Winnipeg as a grain market is not fully realised in business circles throughout the world generally. The following statement shows the actual receipts of wheat at Winnipeg as compared with the actual receipts at the principal grain markets in the United States. It is to be noted that the figures for Winnipeg are taken from the Dominion government grain inspector's records filed daily with the Winnipeg Board of Trade under Dominion law, and are an exhibit of western Canadian wheat actually received in the railroad yards in Winnipeg; and these statistics do not include grain shipped from southern Manitoba direct to Duluth via the Great Northern Railway Company's lines, nor do they include local deliveries, nor grain inspected at Calgary, a percentage of which does actually pass through Winnipeg yards.

It will be seen from the statements that Winnipeg, by a good margin, is the greatest actual wheat market on the North American Continent. During some years past it has been common with western Canadians to predict that "some day" Winnipeg receipts would reach those of Minneapolis, which city for many years has been by a very large surplus the largest wheat receiving center in the United States. The fact that the receipts at Minneapolis fell off as compared with the previous year, while those at Winnipeg increased by over 50 per cent are most significant of what will follow in the near future when more than a mere fraction of western Canada's lands are settled on and cultivated.

The United States and Montreal wheat receipt figures given in this statement are taken from the annual report of the Minneapolis Chamber of Commerce, and compiled from returns secured by that Chamber from the boards of trade or grain dealing associations at the points quoted. The figures from the United States points (and Montreal) are for the calendar year ending 31st December last, while the Winnipeg figures are for the crop year ending 31st August, 1910. It is particularly interesting to compare the receipts of wheat at Winnipeg with those at places like Chicago, Milwaukee, Kansas City and other old time grain centers. The receipts at Buffalo are not receipts that make a large market and indeed the receipts shown for Buffalo include a very large quantity of Manitoba grain handled on the Winnipeg Grain Exchange and merely shipped through Buffalo in the ordinary course of transportation. The wheat receipts are as follows in bushels:

Winnipeg	88,269,330
Minneapolis	81,111,410
Buffalo	61,084,797
Duluth	56,084,971
Kansas City	35,354,000
Montreal	30,081,779
Chicago	26,985,112

Oats.—Outside of Chicago, which leads as the greatest oat receiving market in America, Winnipeg leads the list of American markets. Winnipeg's actual oat receipts during the year past totalled 30,838,900 bushels, followed by New York 23,717,562 bushels, St. Louis 18,582,670 bushels, Minneapolis 14,059,230 bushels, Omaha 10,324,800 bushels, Kansas City 6,349,500 bushels, Duluth 5,117,437 bushels.

The H. E. Gooch Grain Exchange of Lincoln, has changed hands, being purchased by the Lincoln Grain Exchange and five of their operating offices in the state will be closed. The Chicago Board of Trade has attacked this Exchange as a "shop,"

but Mr. Gooch "denied the allegation and defied the alligator" with a tu quoque reply to the Board's bill.

SOYA BEANS AND THE OIL TRADE.

Consul H. M. Byington, writing from Bristol, England, says that, "The industry of linseed oil crushing received a very serious setback during 1909; and two factors were at work which enormously diminished the output of English oil. One of these was the greatly increased use of the soya bean, and the other a heavy decrease in the supply of linseed from Argentina, United States, and Russia, which amounted to nearly 25 per cent of the shipments of 1908, and which was in no way counterbalanced by a small increase in the shipments from Calcutta. The result was that while the price of linseed oil remained fairly steady at between £20 (\$97.33) and £22 (\$107.06) per ton for the first four months of the year, and again at between £22 (\$107.06) and £24 (\$116.80) per ton for the second four months, during the last third of the year the price advanced by leaps and bounds to the abnormal figure of £31 15s. (\$154.51), which it reached in December. A very large proportion of the linseed oil used in the United Kingdom during the year came from Continental crushers, who, seeing the independent action of the English crushers, combined with the shortness of the stocks of linseed, took the fullest advantage of their opportunities and forced up prices, to the serious detriment of English paint grinders, who are absolutely dependent on linseed oil as the staple of their trade.

[For the "American Elevator and Grain Trade."]

THE HAY MARKET IN MONTENEGRO.

BY FELIX J. KOCH.

Up in sterile little Montenegro the mountains rise high,—of solid rock alone; and it is only here and there that the peasant can find a ridge sufficiently level to permit of carrying soil also and banking it for raising hay for their burros. Hay, therefore, is expensive, indeed; and every blade counts in the haying. One finds the men, and particularly the women, trudging long distances with bundles of it on their backs to sell on the town-market. Prices there are the same with all; and while the hay-makers wait for their customers they chat and sew



A NOVEL HAY MARKET.

and eat and drink, heedless of the morrow, when again they will be out on the mountain with their hand-sickles cutting more of the same hay for the same market.

The introduction by Germany of its "import certificate" system had the result of fostering a big export trade in rye to Russia, says The Miller. For a long time grain producers in Russia have complained of this, and latterly, with Germany's inroads becoming larger, their outcry has grown louder. An important agricultural association in Poland has declared that if things continue on the same scale local agriculture will suffer, and is asking for an import duty to be levied to better the position of the Polish grain farmers. Support for this request has also come from industrial circles, although to them a cheap loaf is an all-important consideration. In particular, millers near the frontier, who experience ruinous competition from foreign flour mills over the border, are asking for fiscal measures to be taken to protect them.

PERSONAL

Leo Petsch is now manager of the Farmers' Elevator Co. at Chester, S. D.

Emil Swauson has taken charge of the State Elevator at Grove City, Minn.

A. Coon recently took the position at Stewart, Ill., as manager of an elevator.

Wilbur F. Hyde has become secretary of the G. E. Gee Grain Co., at Minneapolis, Minn.

A. L. Goltz has become grain buyer for one of the elevators at Lake Crystal, N. D.

H. C. Fraley recently moved to Bainville, Mont., where he will take charge of an elevator.

J. E. Nelson has succeeded J. F. Maher as agent of the Duluth Elevator Co. at Darwin, Minn.

F. Muscheites is the new manager of the Bruning Mill & Elevator Co.'s plant at Bruning, Nebr.

Herbert Strahorn has been made manager of the Farmers' Elevator Co.'s plant at Abbott, Iowa.

Geo. Baker has taken the position of manager of the Independent Grain and Lumber Co. of Doty, Iowa.

Wm. Van Buren of Fairbury has gone to Gladstone, Nebr., where he will engage in the grain business.

H. B. Lechtlegner has charge of an elevator owned by the Curlew Elevator & Lumber Co. of Glen Ullin, N. D.

Geo. B. Schmidt of Huntington, Iowa, has gone to Dunnell, where he will have charge of the Great Western Elevator.

Frank McCabe resigned his position as grain buyer for the Anchor Grain Co. recently and is succeeded by Charles Eyer.

W. A. Kyle has taken charge of the elevator of the West Coast Grain Co. at Strome, Alta., upon the resignation of H. A. Babh.

N. E. Norman, who had charge of the Cargill Elevator at Deering, N. D., is now buying grain for the Farmers' Elevator Co. at Medina.

W. Clair Bishop of Sabina, Ill., went to Woodland recently to become manager of the Farmers' Elevator there, succeeding E. R. Ratcliff.

Peter Richard of Peterson, Iowa, has resigned his position as city weighmaster and has taken charge of the Farmers' Elevator at that place.

William Thomas of Portsmouth, has purchased an interest in the Wells-Hord Grain Co. of Neola, Iowa, and will succeed W. J. Hunter, as manager.

Frank C. Woodruff, a member of the well-known firm of S. D. Woodruff & Sons of West Haven, Conn., was a candidate for Senator in the recent election.

Fred Kraus, Jr., of Expansion, N. D., has gone to Elhowoods, where he will be manager of the elevator recently erected by the Expansion Lumber & Mercantile Co.

H. C. Hanson, who recently resigned his position as manager of the Farmers' Elevator Co. at St. Hilaire, Minn., has gone to Red Lake Falls on account of his health.

Geo. P. Olsen has resigned his position as grain buyer for the John D. Gruber Elevator Co. at McVilli, N. D., and will devote his time to the fuel, feed and mill business.

D. Yulee Huyett, a well known Baltimore grain man, who has been critically ill at the Church Home & Infirmary there, of appendicitis and typhoid fever, is steadily improving.

Clifford Nutter, who has been in the employ of the Yasota Elevator Co., for the past year, has gone to Lakefield, where he will be similarly employed by another company.

James Collinson, who has had the management of the offices of the Burgess Elevator Co. at Devils Lake, N. D., recently accepted a position with Schell & Schell of Seattle, Wash.

T. J. McCormack, who has been in the grain buying business at Stanton, Iowa, for a generation, has sold his business to the newly organized grain and stock company for \$3,200.

Alderman Glynn has resigned from the town board of Fairfax, S. D., and severed his connection with the Torrence & Glynn Elevator there, in order to take charge of the elevator at Tabor, S. D.

James A. Patten, the Evanston millionaire and retired Board of Trade operator, has given \$200,000 to the Northwestern University Medical School to found a chair devoted to pathological research and to find a relief for sufferers from tuberculosis.

PATERNALISM IN THE GRAIN TRADE.

At the last meeting of the conference held under the auspices of the Russian Board of Trade, the question of advancing money on cereals and the grain purchases of the government were discussed, says Broomhalls' Corn Trade News. As regards the first subject, it was agreed that the assistance of

the state and private banks in lending money to growers at a low interest in order to prevent the marketing of crops at unreasonable prices has been most useful and hopes were expressed that this help will not be forfeited in the future. The representatives of banks pointed to the difficulties in estimating the value of cereals and referred to the losses which several banks sustained by lending money on basis of the high prices which prevailed a year ago. Regarding the grain purchases of the government, the conference arrived at the conclusion that owing to the enormous size of crops such purchases cannot have a great effect upon the prices of cereals. Besides there were sharp differences between the representatives of trade and agriculture regarding the modes and place of purchases.

INTEREST CHARGES AGAINST DRAFTS.

The question of charging interest against shippers on drafts for fifteen days after delivery of car to the connecting line, if not unloaded before the expiration of that time, as provided by the rule of the Chicago Board of Trade, which question was considered by a conference of a special committee appointed by the Board of Trade and a committee of the Western Grain Dealers' Association, has resulted in considerable discussion on both sides.

It is contended on the one side that the delivery of the grain is not completed until it is unloaded at the elevator to which it is intended to be delivered under the terms of sale and the official weights obtained that are necessary to make final settlement. It is also contended that there are small buyers in the market who, if required to make advance payment at time of sale or delivery of the bill of lading, or its equivalent, could not finance their business and would be obliged to go out of the market, thus narrowing the competition down to the larger elevator concerns, resulting in lower values and likewise be detrimental to the market. It is generally conceded, however, that the time allowed by the rule of the Board, fifteen days, is too long and should be reduced to from five to seven days after time of sale.

The discussion of this matter has developed the fact that title to the property is a "bone of contention."

It would seem that some commission firms in Chicago are inclined to finance the buyers who do not have the necessary capital to do business, for such trade is possibly desirable; but it would seem that grain should be sold in the large terminal markets on a cash basis, and that the title to the property should pass to the buyer at the time of sale, by the delivery of the bill of lading, or its equivalent, and that the buyer should make an approximate advance payment pending final settlement until the weights are available. The buyer having the bill of lading, or its equivalent, in hand has control of the property, and it would seem he ought to be able to use the bill of lading, or receipt, as collateral, if necessary, until the grain is unloaded. It would also seem that a buyer, if he could use the bills of lading, or receipts, while in cars waiting to be unloaded as collateral, ought to have sufficient capital to finance his business to the extent of the quantity of grain on hand in his elevator, either by capital invested in his business or credit at the bank, based on his stocks of grain in elevators. He certainly can avail himself of the use of bills of lading as collateral as soon as his grain is unloaded out of his elevator for shipment.

The commission merchants desirous of accommodating buyers with small capital, it would seem, make sales to them and retain in themselves the title to the property thus sold during the process of the delivery as a protection against loss in case of failure of the buyer. Thus, under the present custom, the car is ordered to the buyer's elevator and he unloads the grain without having title to it, when he becomes, in fact, the owner of the grain by possession, but not by title. By this custom, the commission merchant retains title until the grain is unloaded, when he takes the full chance of the loss by the extension of credit from the time the grain is unloaded until settlement is made. In a case of failure to collect of the buyer, the loss would legally fall upon the shipper, as the commission merchant is, in fact, the agent of the shipper; however, the reputable commission firms of the Chicago Board of Trade have always assumed losses of that character.

It would seem that the courts vary in their decisions as to [who has] the title of the property under the conditions given and that the market regulations are considered applicable to some extent in each case.

It would seem to be a question for the country shipper to consider, to what extent he is willing that the commission merchant, acting as his agent, should extend credit in selling his shipments of grain to buyers having insufficient capital, in order to maintain competition in the terminal markets. If the buyer should advance an approximate payment at time of sale and then receive the bill of lading, or its equivalent, to be used by him, if necessary, as collateral, it would certainly clear up the

question of title to the property and reduce the risk of giving credit to the buyer.

The time allowed by the rule of the Chicago Board of Trade of fifteen days is certainly too long. Other markets limit the time of making payment by the buyers and stopping interest charge against shippers to five or seven days.—Sec'y Wells of Western Grain Dealers' Association.

[North Dakota Document.]

ON THE FLAX SITUATION.

BY H. L. BOLLEY.

The importance of the flax crop to the Northwest is one worthy of your closest consideration. Statistics of the crop indicate that it is gradually losing ground in the Northwest in the same sense as it has done in every other state in the Union. The Northwest, and particularly North Dakota, can ill afford to lose so important a crop from their short list of available crops for general farming. The records of this crop show that it has been one of the great money makers of North Dakota, and previously did equally well for Minnesota and other older states.

I have become convinced through my studies that it is not necessary that the flax seed crop should be lost to the Northwest, and shall try to help the farmers save the crop much in the same sense as the wheat crop has been saved from the ravages of loose smut, and the potato crop from its various enemies. North Dakota alone has annually produced approximately half of the flax seed crop of the United States, and considering the ruling prices for the seed, the importance of the crop is plainly evident. At this time I can only say that the flax crop is not destructive to the fertility of the soil, and that with proper handling the new soils of the Northwest need not be infected with diseases which have driven the crop out of the soils in older regions, and that with proper handling the crop can be placed into profitable growth upon the older lands where the diseases now exist. This can only be done by a careful consideration of the methods of planting, by the selecting of pure, clean seed, by disinfecting the seed before sowing it, and by conducting proper rotations to keep the soil free from the growth of the flax root fungi which may chance to reach it.

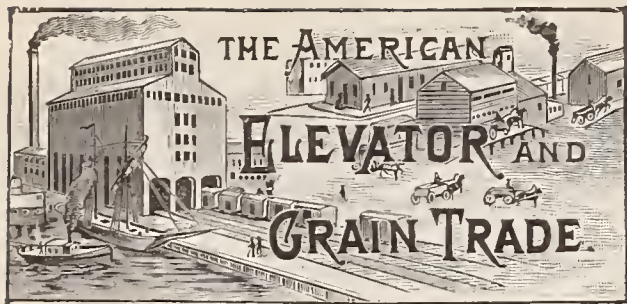
The importance of the question of pure seed and of keeping the soil free from the persistent parasites which destroy the crop is so great that if overlooked the crop must certainly eventually be lost in any particular neighborhood. If a farmer fails to treat his wheat for the prevention of smut, he may have to sell it as rejected wheat, but he has not injured his land. If he fails to treat his flax seed for the prevention of the root diseases he not only eventually loses his crop but injures his land for the growth of flax thereafter. Furthermore, he places the lands of his neighborhood in jeopardy, as the parasites which rot off the roots of the flax plant and cause wilt live in the soil for a number of years.

The department of botany of the North Dakota Experiment Station purposes to aid all persons interested in procuring clean seed for sowing purposes by keeping up a bureau of information. We hope to be able to furnish weekly to anybody who so desires a list of seedsmen and farmers who can furnish flax seed which is fit for sowing purposes, and, further, upon request, will supply information to any farmer who expects to sow flax as to just how to go to work in order to disinfect the seed and prepare the seed bed. A flax grower who wishes to become a part of this pure seed and pure soil organization, need only send in his name and address and tell the department whether he wants seed or whether he has seed to sell. If possible, the department will inspect a crop as it stands in the field. Otherwise the farmer may send samples, or the department will inspect it in the bin.

Any person who wishes to buy clean seed may thus have opportunity to feel reasonably sure that he is not going to run so much risk spoiling his land for flax culture as in the past. This Bureau of Information will be open to every citizen of North Dakota and the Northwest. Farmers should remember that if the seed crop is lost the future possibilities of the fiber industry are practically lost. If this industry is lost everybody will pay more for oil, for paint and for other products. The department especially wants to meet the man who has a pure variety of flax seed or hopes to grow it.

Odebolt, Ia., is the hub of the world as regards pop corn; and already one elevator has let storage, it is said, for \$50,000 worth of the corn.

New Orleans exported during the month of September, 24,993 bushels of wheat and 448,624 bushels of corn as against 707,249 bushels of wheat and 120,000 bushels of corn for the same month last year. All the wheat, except 993 bushels which went to the West Indies, Central America and Mexico, was shipped to Hamburg. The total export of corn went to the West Indies, Central America and Mexico.



Published on the Fifteenth of Each Month
BY

MITCHELL BROS. & CO.

OFFICE:

**Manhattan Building, 315 Dearborn Street
CHICAGO, ILL.**

HARLEY B. MITCHELL.....ditor
A. J. MITCHELL.....Business Manager

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We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, NOVEMBER 15, 1910.

Official Paper of the Grain Dealers' National Association
and of the Illinois Grain Dealers' Association.

APROPOS FUTURES.

The system of trading in "contracts of indemnity," recently established by the Chicago Board of Trade (Rule XXII), has aroused the ire of a somewhat arrogant milling paper of the Northwest, whose editor, with his characteristic lack of discrimination and self-control, speaks of the system as an occasion for "cheap gamblers" and "a register of the bets of clerks, barbers and bankers." Brought to book by Mr. Legg of the Board's counsel, as one who confuses the issue by much "hot air," the editor abandons the direct question and falls back on his old hobby, that, at any rate, all trading in futures is unnecessary in trade, futile in practice and injurious to individuals.

This on the assumption that millers are opposed to trading in grain for future delivery—than which, in one sense, nothing could be more erroneous: only those millers find fault with the exchange system of future trading in principle who take no advantage of the "indemnity" future trading on 'change would give them in their capacity as buyers of grain and merchandisers of flour. Like many grain dealers, some millers prefer to gamble with their own flour; and when they lose, then, of course, "the Board gamblers" in grain are responsible for their losses. It is only "the Board gamblers" who prevent the price of grain from remaining as stationary as that of the "Waterbury dollar watch"; it is only "the Board gamblers" who have introduced the element of flexibility in grain prices and therefore made it the more important that the miller should keep a close watch on his business office and his selling department; and so on.

Yet, as a matter of fact, the miller or dealer who hedges on 'change all his transactions is

the only miller or dealer who does not gamble in his business; but by so doing, and as a consequence, he puts himself deliberately out of the get-rich-quick class by forcing himself to be content with only legitimate profits and no more, and that is what few men are really willing to do. And that's the rub.

THE COUNCIL OF EXCHANGES.

We do not share in the apprehension that the organization of the Council of North American Grain Exchanges has brought to some members of the grain trade. Not that we especially approve addiction to the "jiner" habit or to many associations: one good one is worth many poor ones. But the Council of Exchanges ought to be able to enlist for the betterment of the trade some forces that cannot be released from a state of inertia by the existing grain trade associations. If the Council can and does do that thing, it will be fully justified of its existence; if it does not, it will "jest nat'ally peter out by its own self." If by much labor the Council can overcome local jealousies and quiet local apprehensions, it will do more than the existing grain trade associations have thus far been able to do, in the way of bringing the minor exchanges at least into sympathy with the movements for uniformity of grades, rules, contracts, statistics, etc., which are at present groping around for a support that means something beyond a mere perfunctory "glad hand" once a year at the National convention.

NIGHT-RIDING AGAIN.

The night-riding nuisance has again broken out in Oklahoma, the organization there aiming to compel growers to hold their broom corn for \$150 per ton; and with this generous purpose in view, a body of ruffians near Gage, on October 26, burned 30 bales of brush belonging to a law-abiding citizen who had agreed to accept the market price, which was less than \$150 per bale.

A few days later what was originally a similar organization in Kentucky, latterly styled a pool, had to call off a "hold-your-tobacco" programme as a failure and permit its members to rush their two-years' stock to market to get what they could for it on a falling market. Meantime, the rice growers of the Gulf States have been endeavoring to organize a "selling agency," so-called, the purpose of which is to control the price of rough rice by creating a selling monopoly.

All these artificial props of prices are bound to be failures, because they are predicated on the false notion that prices can be made in that way. The farmers, in spite of the dicta of agents of Equity Societies, Farmers' Unions and co-operative demagogues in general, are no different from other people in the particular that they must finally sell their produce at a price which they themselves have comparatively little influence in making. Except in cases of natural monopolies, or those artificial ones created by our commercial laws, the consumer, not the producer, in the long run makes the price; and it is because grain prices are made in the public exchanges in the great grain markets of the world, where all the world may bid

simultaneously, that grain prices are the most equitable of all prices made for the daily essentials of living; because grain prices are, more nearly than those of all other commodities, fixed strictly on the basis of the world's supply and demand and contain a less margin of toll to the handlers than those of any other commodities. And yet there is no service to the consuming and producing public alike of so vast a mutual benefit, that is so grossly and maliciously misrepresented by the demagog promoters of these very co-operative schemes than the functions of the grain exchanges.

THE PENALTY CLAUSE.

In the light of Mr. C. Vincent's heated and somewhat impertinent criticism in our columns (see June number) of a certain item referring to the so-called "penalty clause," the action of the complainants in the "Beers case" at Alvord, Ia., in dismissing their case against Beers, seems surprising. If, as Mr. Vincent asserts, the attorney-general of Iowa was sure that the co-operatives are at liberty to make any by-laws for their own governance they may please, why did this company feel constrained to abandon its case on appeal when it had already had a decision in its favor from the local Dogberry? Is it not rather the truth that, no definitive ruling having been made on their question in any state, the co-operatives in Iowa, as they have been in Illinois, are afraid to push the question in a court of final resort or to let a case get there with themselves as defendants?

But, legality aside, the "penalty clause" is bad business policy for a co-operative company. It is a confession of weakness to start with—that the company does not expect to conduct its business as others in the same line conduct their business,—that is to say, in the only strictly equitable way: that of meeting broad competition. When, therefore, a company is forced to meet competition, the penalty clause drives out of its ranks its shareholders who wish to take advantage of what Mr. Vincent calls "outbidding the market,"—a perfectly legitimate procedure, of which the farmer will take advantage; and he is never quite willing (though, of course, as an altruist he ought to be) to divide his extra profits with a "raft of other fellows." As a means, therefore, of stifling competition, the penalty clause is the device of the "cheap-skate" business man, who never is quite able to keep himself afloat in business when he has to meet any competition—to whom, indeed, every competitor is essentially a mean, dishonest, designing man, or he would not be a competitor.

The co-operative concerns that succeed best are those that rely on no offensive by-laws that assume at the start a lack of good faith and loyalty on the part of its members, or on other crutches to overcome the shortcomings of their business habits or methods.

Of course, old firms in the grain business do not welcome the co-operatives any more than anyone welcomes competition; but they welcome the co-operative companies the less for the reason that the latter too often do business on a "cheap-skate" plane and are the frequent tools of designing promoters whose sole

and only interest in the matter of co-operation is to secure a shipping customer for themselves or the houses they represent; or else, as has happened in Iowa, to use co-operation as a means for feathering their own nests by absorbing the "promotion shares" or the usufruct thereof. This sort of chicane is disastrous to any genuine co-operative or joint stock company business and always will reflect itself in the insecurity of the shares of the farmers themselves in joint stock ventures, whether these be in grain, tile-making, creameries or what not.

PROTECTION IN THE FOOD LAWS.

The burden of the complaint of Norfolk at the late national convention, as voiced by Mr. Cofer, was that in spite of the grading rules the West ships Southeastward a commercial grade of corn that is not up to grade. How far the present habit of dealing in "3 or better" is responsible for the decline in quality so much and so widely complained of, we shall not undertake to say; but we are inclined to think the practice has a decided tendency to degrade the quality of the corn of commerce and therefore to make the merchandising of the grain an increasingly difficult problem.

However, what was more to our purpose is that Mr. Cofer's argument, that the trade must "do something about it," seems to ignore what might be to his section a sufficient protection from the loose inspection and imposition he claims, to-wit, the pure food laws which we assume to exist in Virginia as they do in other Southern States. When, for example, Pure Food Commissioner Hudson of Georgia can "point with pride" to the seizure and condemnation, during a single quarter of this year, of more than 30,000 bushels of oats, 132,000 bushels of corn, 3,025 bushels of corn meal, 3,254 sacks of feedstuffs, much flour, etc., most of which had been shipped into Georgia, one would think that special concern over the inspection at the shipping end ought not to effect a receiver so amply and vigorously protected by the state officials. If Norfolk be similarly safeguarded by pure food laws, that market would simply be required to show the state inspector that the grain it buys on a "3 or better" contract is neither "3 nor better" under the rules; but a fair official would require complaints to be established before confiscating the grain or passing arbitrarily on a receiver's complaint of sophisticated grain.

SOME PHENOMENA OF FALLING PRICES.

All the grain crops of the world seem this year to have conspired to upset the predictions of the prophets, that a serious shortage of cereals is the impending fate of the world's people. The corn and oats crops are the greatest on record, and that of wheat has been exceeded, we believe, but once in history. So that at present there is every probability that the reserves will be again restored to normal volume, and that moderate to low prices will prevail for the grain going into immediate consumption.

We are, therefore, confronted today with the natural complaint of the farmer that prices are not remunerative to him; and there may be some shrinkage in the somewhat extravagant

values that in very recent years have been placed on farm lands, especially corn lands. This condition of things, in the Southwest, where the Equity Society obtains in some force, has already developed the lawless night-rider, and in the Pacific Northwest has started the Farmers' Union movement to pay storage and hold for higher prices on wheat. The wisdom of the latter course may or may not appear ultimately, but at any rate it will conduce to a more even flow of grain, which is not without its advantages to the carriers and middlemen who must needs handle the grain. The gradual marketing of grain is always to be encouraged as a natural check on price decline; but the obstinate folly of a handful of night-riders who destroy property to force higher prices and murder its owners who refuse to speculate on the bull side against a world of bears, is amenable only to the criminal court and the halter, since no argument of rational men is likely to appeal to or to effect their understanding.

MAKING THE PRICE OF CORN.

The condition of corn as disclosed by the moisture tests foretells some of the usual troubles with winter-shelled corn. Freezing does not remove moisture from corn, it only renders it inert as a destructive constituent; and those who buy heavily of winter-shelled corn must be prepared to run the risks of sudden and unexpected thaws that will send the grain to the bad in the house and on the road.

It has been said that in the country there is a disposition to return to the old practice of cribbing and holding corn through the winter in the ear, thus giving it a chance to cure as nature apparently intended it to be cured. It would be a god-send to the country if this old practice could be revived; but we have little faith in the permanence of the movement, if indeed such a one has actually begun. The manner of doing business has changed in the past thirty to forty years. Americans have achieved the get-rich-quick habit as a national characteristic; and this habit, which is always wasteful and extravagant in the general net result, whatever it may bring to certain individuals, does not comport with the conserving custom of old of holding corn on the cob until it was safe to handle shelled. Holding involves, of course, carrying charges somewhere; but whether in the long run these would equal the total of waste involved in our present custom of selling water as corn, with all that the practice involves, economically speaking, may well be doubted.

Consumers will not pay for the water, although many dealers and farmers think they will and do; and in handling wet corn the dealer, disguise the fact from himself as he may, must understand that he, or his farmer patrons through him, will assuredly be docked in price for the water and also be made to carry his full share—"and then some"—of the risks of the stuff going bad while on its way to the ultimate consumer. This is, of course, a rather unusual way of putting the facts; but it is certain that the man who knows best the *intrinsic value* of corn in its every condition is not the producer, nor yet the dealer, or forwarder, but the manufacturer who puts corn in consumable form for and deals with the man who eats it or otherwise

consumes it, in whatever form. This last is he who has the final say as to what he will pay for corn in the form he wants it; and what he will pay is best known only by the manufacturer who is nearest him. The manufacturer fixes, therefore, the price of the raw corn, and he does it invariably on a dry matter basis or on such other basis as meets absolutely the conditions of his own business.

Country dealers may therefore worry themselves as they may about the "fallaciousness of moisture tests" and the unfairness of trade discounts and about the comparative intrinsic values of corn of different moisture contents compared with the moisture content of any grade as a standard; but all attempts by indirection to beat the "moisture content" bogie about the bush will in the end be found to be factitious—corn will bring only the price that is placed upon it by the manufacturer and his customer, the consumer.

WET SEED CORN.

The editor of the Nebraska Farmer says that while performing the duties of corn judge of school corn contests in three counties of that state, he

was surprised to find such a large amount of corn that contained a dangerous percentage of water. These soggy ears were not what you would call immature, for they were well filled and the kernels were perfectly formed; but they contained such a large quantity of moisture as to endanger their vitality in case of a hard freeze. We are convinced from our observation at these shows that a sharp cold spell would put a large amount of seed corn to the bad in Nebraska.

The episode but exposes the great lack among farmers of appreciation of the conditions under which seed corn must be gathered and cared for. In each of the counties visited there were many exhibits of properly gathered and cured corn; but the numerous exceptions to what should be the rule must, indeed, have been surprising after all that has been said and published about seed corn during the past two or three years.

RESULTS OF PROGRESS.

A bulletin by the Agricultural Department tells us the fact and explains why grain rates on the lakes have fallen more than 50% in the last thirty-five to forty years, through improvements in channels and in vessels. This is really nothing new; it is only what should be expected. If the improvement of channels that have cost the Government so much money is not to redound to the benefit of the shippers, why improve them? If the owners of the monster steel vessels that use those channels cannot afford to reduce rates and still make more money handling grain in them than was made aforetime in the lesser sailing craft using shallow channels, why build and sail the steamship? If the struggle for betterments that in their sum total spell "Civilization" do not spell also cheaper commodities for the whole body of the people—better and easier living by everybody everywhere—why struggle for civilization? Why struggle merely to convert the political and social feudalism of the Middle Ages into an industrial feudalism in the Twentieth Century?

EDITORIAL MENTION

When you are in doubt of the grading of your grain, it will pay in the long run to consign it.

Does the seller, "destination terms, weights and grades," fully understand what his contract means?

Even the farmers' elevator companies are putting a stop to the practice of storing. They are learning by experience, too.

Are your fire barrels filled with calcium chloride brine? If not, you are taking unjustifiable chances, with the "fire fiend" holding the drop on you.

The new Trade Rules are now ready—an improvement on prior editions and another long stride toward uniformity and clearness of contracts the country over.

The Ohio Grain Dealers' Association will have its own day at the National Corn Exposition at Columbus in January-February, with a special program appropriate to the time and place.

Farmers who are selling corn and wheat now at a discount of 30 per cent or more from prices turned down by them some months ago are in shape to appreciate what it means to bull the market fruitlessly.

"Although the recent anti-bucket shop laws have played havoc with the big bucket-shop wire systems, there are plenty of individual shops in New York.—*Montreal Star*."

Let's see; has Montreal "cast the beam out of its own eye?"

The elimination of the middle (the commission) man, of whom the farmers ignorantly complain and whom the track sellers ignore, would mean the elimination of competitive markets and the buoyancy of prices.

Buying grain on its merits would do more to stimulate good farming through emulation than any other influence that could be named. It would change the petty jealousy of neighborhoods into a determination on the part of each to do as well as "my neighbor" does and to have as good grain.

Mr. Roosevelt and Mr. Taft disagree on the proposition that the Government should reclaim and improve swamp land in the South and Southwest, President Taft holding that such work is no part of the business of the Government. Then why "butt into" the business of reclaiming and improving the arid lands of the West?

The high price of flaxseed ought to tempt farmers to growing it; but flax has a bad reputation. Most farmers think it "fouls the land," because in times past the seed was almost invariably heavily doped with weed seeds; and so, while "good farmers" shunned it, except as a subduing crop on raw prairie sod, landlords in many cases still absolutely refuse to permit flax to be grown by their tenants. There

would seem to be a field open for education as to flax, if the price of seed is to recede to normal again.

The rear truck of a car of wheat recently left the rails near Tecumseh, Nebr., and the car bumped along the track for three and a half miles before anyone discovered the condition of things. Strange to say, "not a bushel of grain was lost," at least, that was the railroad report. That car ought to be set out as a model for all future wheat car construction.

The farmers interested in the co-operative company at Easton, Mason Co., Ill., are now well satisfied that naugher the siren orator-promoters, a co-operative company is subject to the same laws of being that other business establishments are heirs to; but it seems to have cost them their capital and \$18,000 shortage by mismanagement to find it out.

The Cincinnati weighing department has again broken into the newspapers, suggesting the question, Suppose the Chamber of Commerce, the great majority of whose members are not grain or hay men, but who nevertheless insist on telling the latter what they shall do and how they shall do it, were to let the grain and hay men manage their own affairs within the Chamber, what would likely happen?

The Corn Products Company, now grinding over 100,000 bushels of corn daily, is pursuing the laudable policy of working for a large output at a small margin of profit per computing unit. If manufacturers of all other products would pursue a like policy, which is founded alike on sound business wisdom and the broadest humanitarianism, there would be a far more equitable distribution in the world of "prosperity"—the wealth of the people—than is now the case, when both ends (labor and capital) seem have united to plunder the middle (the consumer).

The Duluth Commission man, collectively, not individually, is some goat. He goes out in the country with his money, finances the Independent or farmers' elevator to buy flax at \$2.50 a bu. then accepts their draft for an amount ranging from \$3,000.00 to \$4,000.00 on each car, and takes as his compensation the munificent sum of \$10.00 to \$12.00 per car. Can you beat it, or do you know of any other business in the world that meekly accepts such an insignificant compensation for the service rendered?—*Commercial Record*.

We do not; and so pass up the query; and yet the fact that commission men even do and have done this is *prima facie* evidence that it can be done without actually their starving.

The rice crop is harvested and thrashed and is estimated to be in the total considerably less than in 1909. As usual, growers have rushed the rough rice to the mills and prices have receded, causing the inevitable complaint of the unprofitableness of the crop. The truth is the rice farmers have been making rice faster than they have found a market for it at the inflated prices put on duty-paying rice from Asia, although they have been exporting quite freely in competition with the Asiatics. What seems needed at home, therefore, is the cultivation of the rice-eating habit, that shall absorb more rice

at home, if the industry is considered unprofitable to the growers. Still, with rice selling at 7c. to 12c. a pound at retail, there must be "something in it" for somebody somewhere along the line.

While the publication by the Agricultural Department of the names of dealers in adulterated seeds has greatly reduced the number of such dealers engaged in interstate trade, there still exist many such dealers in states where pure seed laws have not as yet been enacted. Grass seeds are the greatest sufferers from sophistication; and as the baneful influence of weeds in the grasses is ultimately reflected in a lessened crop of good hay and also of grain in the course of the rotation, dealers should take as much interest in seeing that their pastures are supplied with clean grass seeds as they do to provide good seed for grain crops.

An appeal to the Illinois legislature for more funds if need be to restore the agriculture department's crop reports to something like a semblance of reliability would be in order this winter. The differences in the estimated condition are not so violent as those of acreage—the only thing in the report, it might seem, that should be accurate and reliable. This coming winter will be an excellent time to start the movement, for by January, let it be hoped, the census totals of acreage will be available for comparison with the state authorities' estimates, disclosing where the blame lies for the differences that exist and for several years have existed.

A beautiful souvenir of the Chicago Board of Trade distributed at the meeting of the National Association, which has not been as generously mentioned as its merits deserve, is a quarto volume entitled, "The Board of Trade Book," which in the most sumptuous dress, typographically and pictorially speaking, gives a large amount of useful and interesting information concerning this greatest grain exchange of the world, as well as of the manner and method of handling and dealing in grain at Chicago. There are illustrations of characteristic scenes of the market and the city, and portraits and sketches of prominent men; making all told an unusual and notable example of exchange literature.

Frank I. King says, "Germany prevents stock watering;" and asks, "Why can't our country?" Why not, indeed? The aqueousness of the stock of private companies concerns only their shareholders, who may take their choice between fat dividends on small capitalization or lean ones on water; but when it comes to watering the shares of the public utility companies, the case is different, it being assumed by the courts that no rate-making body may make rates that will not yield interest on bonds and also a reasonable return on the actual value of the properties of the carriers. *Prima facie* this value is represented by the nominal capital stock; although the injustice to the public of such a basis, in view of the notorious irrigation of stocks, has suggested the device of a "physical valuation." If the capital stock were a representative of only the cash invested, a physical valuation would not be necessary; and

it is still an open question of the equities of public utility property valuations whether the usufruct of the unearned increment belongs to the companies, and so may be capitalized as "water," or to the public which made it.

The bidder for "3 or better" counts, in the first place, on a probable profit of at least half the regular rates of commission; but expects to (and does) realize more than that from the deductions for the misgrading of a portion of his receipts on contracts.

If you are compelled to accept bad-order ears, protect yourself by making a record of their condition and by making such a record that the evidence will stand fire in a court of record. If you take this precaution, you'll have no difficulty in recovering for any loss sustained.

Shippers to markets in states not under official inspection laws must not overlook the necessity of endorsing all bills of lading and waybills "Inspection Permitted." Railroads enforce this clause of the B/L where they can do so, and the omission of the endorsement frequently means demurrage.

Co-operation, a Mr. Dunn tells the farmers of New London, Ia., is "the only way the farmer has of protecting himself from the trusts,"—that is to say, from all Board of Trade firms except the commission house Mr. Dunn is said to represent. That seems to be the newest definition of the word "trusts" at the crossroads of Iowa.

It is worth the thinking of, that 28 per cent of all the elevator fires of 1909 were caused by lightning and that the next highest percentage (19.2) of loss was caused by locomotive sparks, as much as outside exposure (8 per cent) and friction (8 per cent) put together. Shingle roofs invite the destroyer from the locomotive and to neglect to protect from lightning is as bad as giving matches to children.

The case reported on page 265, in which damages due to erroneous quotation of rates on corn were recovered by the shipper, and in the state courts, will be of interest as the precedent in itself is of value to the trade. The facts need not be here repeated; the important point is that the law now provides remedies for almost all conceivable wrongs, without making more laws, if only the lawyers employed to redress those wrongs are learned enough to apply the law to the case at bar.

The question of interest on advances seems to turn on the question of the date when interest shall cease. Naturally, when ownership changes, grain being a cash article, interest should cease with the transfer; but the rub is that the weighing of the grain is not always simultaneous with transfer. So the physical conditions of commerce in grain involve complexities that it is difficult to settle off-hand with equitable adjustments all around; but as the trade is progressively wiping out one source of friction after another, we look to see this question also disposed of in a manner fair to all concerned; and the settlement of these difficulties will be arrived at only by establishing

some limit to the time grain may be held out for weighing, whether disposed of at a terminal or in the interior.

In all this talk of the railroad problem there are two classes of the public that are systematically ignored: the small dealer and the consumer. If the magnates would but take them into account, as they profess to do their employes, and would consult their needs and consider the treatment due them, the problem of legislation might assume a somewhat different aspect. It is the small shipper who is always "holding the bag," who gets the "turn downs," who is the last to hear from a claim and the first to suffer from employes' impertinence. And yet it is the small man who pays the millions in freight charges that keep the roads going and make the dividends.

The National Hay Association's recent directors' meeting at Auburn, N. Y., outlined, as its first work of the Association year, a personal investigation by the president and secretary into conditions relative to grading and inspection of hay in the Southern markets. On the basis of this inspection it is proposed to formulate a plan to bring those markets into harmony with the Association's grading rules and with the practice in the best regulated markets of the North. The South has had rather a bad name; but those who go there with open minds are apt to find that the South has been much sinned against; as any locality is that has been used for a long period somewhat as a "dump."

The U. S. Supreme Court has advanced the hearing of the appeal of the case of *Broadnax vs. State of Missouri*, in which is involved the right of Kansas City, Mo., elevators to absorb 100 lbs. of each car of grain unloaded by them to make up for shrinkage in the elevators. In other markets, and as to other commodities, it is expected that the owner of the grain or the commodities should stand the losses suffered during his ownership; but at Kansas City the scheme on trial is one to compel the seller, long after he has ceased to retain possession or to exercise control over the grain he has sold, to reimburse the buyer for losses he may sustain while it may remain in his possession, be that period long or short. The justice of this contention will have to be shown to many other people than Missourians.

The Minneapolis Market Record has called attention with timely emphasis to the lack of uniformity in the methods of the exchanges in recording the movement of grain and grain products at interior markets. The Record explains:

At Chicago and St. Louis the records of receipts and shipments include through business, a part of which may be handled at these points, in which the through rate is paid, and "tonnage for shipments" taken for use on other grain. At Cleveland, Cincinnati, Omaha and Milwaukee receipts include all grain billed to the respective market whether or not it is reconsigned. At Detroit, Kansas City and Toledo, receipts of grain inspected in is reported, including even small quantities not unloaded and forwarded; while Minneapolis, Duluth, Louisville and Little Rock make a distinction between purely local business, unloaded at mills, elevators or warehouses or mere car arrivals going through. In classing and reporting shipments at some points—Chicago and St. Louis—it is understood through

movement is included, while in others the grain received may not be unloaded but rebilled and counted as receipts and shipments.

It is obvious that such deviations in method and duplication of items can result only in misunderstandings both of the volume of the movement and of its relative activity and its distribution. The point the Record has presented has therefore attracted much attention among the trade; and the subject seems to be one the Council of North American Grain Exchanges might well take up for consideration.

The Illinois dealers' complaint to the Warehouse Commission about corn inspection, had it been acceded to to the extent asked for, would have meant the death knell of uniform inspection under the control of the exchanges. The addition of one-quarter of one per cent of moisture will cut no figure and will be as disappointing as no change at all. Wonder how much "flexibility" the dealers would expect were we to have if the Government should take charge, as some threatened to ask for if their desires were denied. Would the Government undertake to fix the exchange discounts on off-grades? It's dollars to peanuts the Government would harden the grades instead of loosening them, and within as soon a time as possible would be grading grain strictly on the basis of milling and manufacturing values and on no other. How would you like it?

As anticipated when the "Proposed Transit Rules," against which grain men offered unavailing certain objections of impracticableness, were adopted and declared effective on November 1, the shippers of the West, represented by the Chicago Board of Trade transportation department, have carried their objections to Washington, pointing out in their complaint to the Commerce Commission that it is impossible for the trade to comply with the Rules and asking for a substitution thereof of flat rates in and out. In this connection, it will be interesting to know that in reply to a request of the millers of the Southwest the Commerce Commission approve certain transit agreements between themselves and the carriers, the Commission declared that they "will not affirmatively approve the proposed transit rules in advance in any case" (nor, conversely, disapprove, we may assume); that "the Commission is desirous that the experiment of co-operation between shippers and carriers to regulate transit should proceed. The Commission are, however, definite in saying that "old abuses must be eliminated" and that "new abuses, as they appear, will be promptly dealt with," and so on; the pith of the whole matter being that the Commission proposes to let the Proposed Rules stand and compel the carriers and shippers to work out the regulation problem for themselves. "Shippers and carriers who are properly diligent in checking and policing the privilege and who promptly join in eradicating practices that result in violation of published rates as soon as such practices appear," say the Commission, "will be regarded as co-operators with the Commission in the enforcement of the law." And so "virtue will be its own reward"—the good shipper will have a medal and the bad one something else. But how about "policing" the invisible shrinkage?

TRADE NOTES

The Cutler Company, of North Wilbraham, Mass., reports they are just shipping two of their latest style 120-bushel meal dryers to the Ralston-Purina Company at St. Louis, Mo.

The Ypsilanti Machine Works, of Ypsilanti, Mich., is building a 15,000-bushel grain elevator for Melvin Griffith at Climax, Mich. Included in the machinery is a complete feed mill outfit.

The Philip Smith Mfg. Co. of Sidney, Ohio, has just issued catalogue No. 25. It comprises some 150 pages and includes a complete list of the new machines and appliances which they have added for the grain elevator trade. Besides fine half tones of all the machines of their manufacture, the "Sidney" line, there is a handsome half tone of the company's plant at Sidney on the title page, and an illustration of the plant of the Barnard Machinery Co. at Enterprise, Kan., where a complete line of Sidney Shellers, Grain Cleaners, Elevating and Conveying Machinery is carried at all times for distribution in Western territory.

Many very excellent features are claimed for the Havana Double Grip Friction Clutch Pulley for gas, gasoline and steam engines, manufactured by the Havana Manufacturing Co., of Havana, Ill. The company found it necessary to equip their gas and gasoline engines with a reliable friction clutch pulley and none proving satisfactory they decided to build one for themselves. The Havana Double Grip Friction Clutch Pulley permits of the starting of the engine with no load whatever, and when the engine is in full motion, at the will of the operator, the load is picked up slowly and gradually, bringing it up to full speed without jerk or jar. The pulley has proved very popular since being placed on the market and enjoys very wide sales.

The Richmond Manufacturing Co., Lockport, N. Y., report that they have been exceedingly busy the past season and still have on hand a large amount of work. Besides smaller orders they now have orders for forty-three machines for the new 3,500 barrel mill of the Maple Leaf Flour Mill Company, Port Colborne, Ont., and forty-two machines for the 2,500 barrel mill of the St. Lawrence Mill Company, Montreal, Que. Early in the season they furnished a large part of the machinery for the second half of the new 7,000 barrel mill of the Washburn Crosby Co. at Buffalo, N. Y., so they now have over seventy machines in this mill. The above orders consist of their well known line of Cleaners, Bran Dusters, Dust Collectors and Wheat Washers and Driers.

An announcement of unusual interest to manufacturers and to the grain trade was made in October by the Marseilles Manufacturing Co., of Marseilles, Ill. It was to the effect that the company had completed a new plant at East Moline, Ill., to which the general offices of the company had been removed. The name of the company has also been changed from Marseilles Manufacturing Co. to the Marseilles Company, and the capital stock increased from \$250,000 to \$750,000. Nothing was spared to make the new plant at East Moline the most thoroughly perfect and modern of its kind in the world. It represents an investment of more than a half million dollars and is equipped in every detail with every possible modern appliance for accurate, rapid and economical manufacturing.

The October "Graphite" calls attention in an editorial to the fact that the publication has now been appearing for twelve years. In view of the expense, time and effort which the publishers, the Joseph Dixon Crucible Co. of Jersey City, N. J., are putting on the paper they desire that only those who wish it should receive it. They therefore desire all those now receiving it and who wish to receive it in the future to advise the company to that effect by postal card which will be sent out with the coming November issue. The company says: "We do not wish to be misunderstood in this matter. Ours is merely an effort to see that everybody that wants Graphite gets it, but we shall cease to annoy those who may feel indifferent about it. In

view of what we spend on Graphite to make it of value to our readers, we feel that our subscription price, a mere request, is at least a reasonable one."

The Hess Warming & Ventilating Co. of 910 Tacoma Building, Chicago, has just sold a new Hess Drier of 15,000 bu. daily capacity for the new elevator of the Grand Trunk System at Portland, Ore. With the completion of the new drier now being built at Texas City, Tex., there will be a complete string of Hess Driers at all Gulf and Atlantic exporting terminals, namely: Galveston, Texas City, West Wego, New Orleans, Mobile, New-Port News, Baltimore, Philadelphia, Boston, Portland and Fort William.

FACTS AND FIGURES

The latest report of the French wheat shortage is 85,000,000 bus.

The first car of new corn reached Louisville on October 29. It was ear corn.

The Iowa pop-corn crop is a good one, and is selling at \$1 to \$1.50 per bushel.

Some sprouting of new corn in the latter part of October was reported from Ohio.

New Southern corn is moving and has been sold as far north as Illinois and Missouri.

Broom corn has been successfully grown near Weiser, Idaho, at an elevation of 2,100 feet.

British South African exports of corn for five months ended May, 1910, were 2,613,600 bus.

Baltimore receipts of Southern wheat have been heavier this season than last by considerable.

St. Louis received her first new corn from Illinois on October 24; was tough and inspected sample; sold for 37½c.

Toledo moisture tests of new corn have been running from 27 to 37 per cent for Ohio corn and 25 to 28 for Indiana.

New corn, part of a car, was received at Chicago on October 19 from DeKalb County, Ill. It came in mixed with old corn.

Baltimore reported the arrival there on November 9, of the first car of new crop corn of the season. It graded steamer mixed.

When the elevators now under construction at Ft. William, Ont., are finished, there will be storage there for 35,000,000 bus.

The first car of new corn was received in Omaha by the Roberts Grain Company, on November 2. It graded No. 4 mixed and was sold at 42¼c.

The first new corn of the season at Chicago arrived on October 20, consigned to J. C. Shaffer & Co. It was in good condition, but was carried over unsold.

The operating rooms of the Kansas Commission Co., Kansas City, Kan., were closed by the order of the District Court of Wyandotte County, as a "bucket-shop."

In one school district of Woodford County, O., the schools were closed for 30 days to permit the pupils to assist in the corn harvest, there being a shortage of help.

Arthur S. Ingersoll, a pioneer grain merchant of Colorado Springs, Colo., was recently found dead sitting at his desk. Heart disease was the probable cause of his death.

California has gone into broom corn growing—in a small way—this season, when a Hayward farmer cut ten acres of brush, so good that the same farmer expects to plant 240 acres next season.

The printed report of the seventh annual convention of the National Hay Association is now being distributed, a neat volume of 288 pages, out much sooner after the convention than usual.

Mississippi, for the first time in its history, is shipping corn from the county in which it was grown. Not a few small tracts report 100 bus. per acre, several exceeded 100 bus., and one farm report 137 bus. per acre.

It required just 11,200 pounds of wheat to distribute among the leading grain dealers of the world the samples of the grain standards established by the Portland Chamber of Commerce for the 1910 crop.

The first car of new shelled corn of the year was received at Chicago on October 22 from Illinois by Schifflin & Co. It graded No. 4 white and sold at 44c on track. The first car received last year was on October 8, and it graded No. 3 white.

Fire, which originated in a livery barn at Ashby, Minn., on November 4, destroyed the Farmers' Elevator at that place, together with all the other important buildings. Loss on the elevator amounts to \$16,000. The fire department of Fergus Falls was summoned.

CROP REPORTS

THE GOVERNMENT CROP REPORT.

The Crop Reporting Board of the Bureau of Statistics estimates the production of certain crops as follows:

	Yield		Production		Qual-
	Per Acre.	Bushels.	(ooo omitted).		ity.
	1910	1909	1910	1909	1910
Corn	27.4	25.5	3,121,381	2,772,376	87.2
Buckwheat	20.9	20.9	17,084	17,438	92.0
Flaxseed	4.9	9.4	15,050	25,856	84.8

CORN.—Percentage of 1909 crop on farms, November 1, 1910, is estimated at 4.3 per cent (119,056,000 bushels), against 3.0 per cent (79,779,000 bushels) of the 1908 crop on farms November 1, 1909, and 3.8 per cent, the average of similar estimates of the past ten years.

WHEAT.—The average weight per measured bushel of this year's crop is 58.5 pounds, against 57.9 pounds in 1909, and 57.6 the ten-year average.

OATS.—The average weight per measured bushel of this year's crop is 32.7 pounds, against 32.7 pounds in 1909, and 31.1 the ten-year average.

BARLEY.—The average weight per measured bushel of this year's crop is 46.9 pounds.

Details for important crops in principal states are as follows:

	Yield		Production		Qual-
	Per Acre.	Bushels.	(ooo omitted).		ity.
	1910	1909	1910	1909	1910
States	Bushels		Bushels		P. c.
Illinois	39.0	35.9	415,751	369,770	90
Iowa	36.3	31.5	343,979	289,800	95
Texas	20.2	15.0	181,093	122,250	81
Kansas	19.0	19.9	103,328	154,225	79
Missouri	32.8	26.4	270,994	213,840	88
Nebraska	25.8	24.8	207,948	194,060	87
Oklahoma	16.0	17.0	92,352	101,150	65
Indiana	39.5	40.0	201,845	196,520	88
Georgia	14.3	13.9	64,808	61,160	90
Ohio	36.4	39.5	143,853	153,062	82
Tennessee	25.9	22.0	96,296	78,650	89
Kentucky	28.6	29.0	104,075	103,472	87
Alabama	18.0	13.5	63,432	43,646	92
Mississippi	20.5	14.5	66,256	40,745	94
North Carolina	18.8	16.8	57,754	48,686	90
Arkansas	24.0	18.0	69,216	50,400	88
Louisiana	23.6	23.0	58,835	51,198	91
South Carolina	18.5	16.7	44,733	37,041	90
South Dakota	26.0	31.7	56,212	65,270	77
Virginia	25.5	23.2	54,621	47,328	92
Michigan	32.4	35.4	65,318	69,950	86
Minnesota	32.7	34.8	58,375	58,812	85
Pennsylvania	41.0	32.0	65,026	48,800	90
Wisconsin	32.5	33.0	50,830	50,589	87
FLAXSEED.					
North Dakota	3.6	9.3	6,498	14,229	82
South Dakota	5.0	9.4	3,300	5,640	84
Minnesota	8.0	10.0	3,776	4,500	88

The Alabama corn crop was about 70,000,000 bushels, against 37,000,000 bushels last year.

S. W. Strong, secretary of the Illinois Grain Dealers' Association, says that Edgar, Coles, Douglas and Clark Counties average about 55 bushels of corn to the acre.

The wheat crop of Colorado will amount to 6,000,000 bushels this year according to the estimate of the Colorado Milling & Elevator Co. The crop is not as large as last year but is of better quality.

The Massachusetts corn crop appears to be far above the normal in value, the acreage harvested being much in excess of the usual average and the quality is good, owing to the lack of frost in September.

Secretary John M. True of the Wisconsin State Board of Agriculture, states in the last crop report of the year that the average yields per acre of the fifteen principal crops in Wisconsin are nearly equal to those of 1909.

The Oklahoma State Board estimates the corn crop of the state this year to total about 90,000,000 bushels; the wheat crop, 26,000,000 bushels; oats, 19,000,000 bushels; and the crop of alfalfa hay and seed to be worth about \$10,000,000.

The 1910 oat crop of Washington, Oregon, California, Montana and Idaho was about 3,000,000 bushels below the yield of 1909 according to the Government report. The barley crop was approximately 7,000,000 bushels greater than in 1909.

The corn crop of the world will average about two hundred and fifty million bushels more than last year's bumper crop. The United States raises three-fourths of the whole, which will be about 3,000,000,000 bushels out of the world's production of 3,900,000,000 bushels.

Hay in Vermont is far above the average in quantity as well as quality, the dry weather in June giving it opportunity to mature. Oats though not raised extensively were of good weight but the straw was injured by the fall rains. The corn

was late in coming up owing to the cold rains at planting time and the poor quality of the seed.

There will probably be an increase of fully 50 per cent in the small grain acreage of Texas this year.

The Northwestern Grain Dealers' Association of Western Canada in its report for 1910, says that the 8,453,000 acres to wheat averaged about 12.9 bushels per acre, thus making a total of 104,820,000 bushels, the 4,217,000 acres to oats yielded 128,631,000 bushels, with an average of 30.5 bushels per acre, while the yield of barley is about 19,418,000 bushels or about 19 bushels per acre.

The official report of the Ohio Department of Agriculture of November 1, states that the estimated area seeded to wheat for the harvest of 1910 was 2,014,180 acres or about 102 per cent of the average. Alfalfa yielded about 68,519 tons, there being about 22,136 acres sown. About 64,336 acres were planted to rye, or 98 per cent of the average. The prospect for corn is about 84 per cent and that of buckwheat 73 per cent.

EXPORTS AND IMPORTS.

The following is a statement of the exports and imports of various cereals, seeds, etc., for the month of September, 1910, and for the nine months ending with September, 1910, as reported by the Bureau of Statistics, Department of Commerce and Labor (quantities only unless otherwise stated):

ARTICLES.	SEPT. 1910		NINE MONTHS, ENDING SEPT.	
	1909	1910	1909	1910
Exports—				
Barley, bu.	584,352	1,426,217	2,785,337	3,248,000
Buckwheat, bu.			194,614	63,900
Corn, bu.	1,019,244	3,606,611	25,713,584	31,882,386
Corn Meal, bbls.	21,998	24,053	371,675	246,497
Oats, bu.	138,511	45,421	867,339	1,427,338
Oatmeal, lbs.	1,620,667	1,528,622	12,235,091	8,578,831
Rice, lbs.	264,910	360,349	1,633,786	6,857,439
Rye, bu.	49,527	67	309,859	17,237
Rye Flour, bbls.	398	484	2,292	3,520
Wheat, bu.	7,156,183	2,226,317	27,768,901	15,083,176
Wheat Flour, bbls.	1,181,234	879,671	6,288,283	5,464,747
Bran, Millfeed, etc., tons.	4,927	2,995	39,132	36,903
Dried Grains, etc. tons	5,125	6,740	59,217	54,385
Rice, bran, meal, etc. lbs.	2,743,663	1,884,617	11,224,259	7,611,742
Total Breadstuffs...	\$15,198,054	\$10,784,854	\$90,523,102	\$74,876,798
Glucose and Grape Sugar, lbs.	9,435,628	10,455,072	84,205,244	129,404,389
Hay, tons.	3,900	3,803	45,663	37,163
Oil Cake and Oil-Cake Meal:—				
Corn, lbs.	3,343,504	6,027,363	37,945,048	44,625,641
Cotton Seed, lbs.	17,991,097	44,116,286	535,004,675	419,429,268
Flaxseed or Linseed lbs.	31,189,255	49,922,082	430,319,644	511,185,145
Vegetable Oils:—				
Corn, lbs.	1,272,559	1,400,576	18,972,982	8,989,985
Cotton Seed, lbs.	18,788,212	3,015,422	268,697,025	115,268,698
Linseed, gals.	28,256	9,685	179,378	121,122
Clover Seed, lbs.	919,983	940,115	10,159,213	3,127,626
Cotton Seed, lbs.	564,296	1,800,252	31,890,602	15,676,322
Flax Seed, bu.	68	39	3,021	4,177
Timothy Seed, lbs.	163,421	916,299	15,346,531	16,637,340
Other Grass Seed, val.	\$68,364	\$19,550	\$243,608	\$170,512
Beans, etc., bu.	36,687	25,559	215,186	224,377
Imports—				
Oats, bu.	2,360	6,003	4,340,192	740,422
Wheat, bu.	770	890	17,171	139,874
Wheat Flour, bbls.	6,259	18,282	87,853	145,586
Rice, lbs.	4,017,976	4,414,853	69,843,091	64,917,518
Rice, Flour, Meal, etc. lbs.	10,726,138	13,421,903	103,078,911	112,133,832
Castor Beans, bu.	36,994	20,189	180,108	453,934
Clover Seed, lbs.	1,407,689	2,505,497	12,405,279	12,489,208
Flax Seed, bu.	60,148	573,769	922,371	5,842,959
Beans, etc., bu.	57,319	71,956	2,822,055	615,309

RECEIPTS OF WHEAT AT PRIMARY MARKETS.

Receipts of wheat at winter and spring grain markets for 19 weeks, since June, with comparisons, in bushels, compiled by the Cincinnati Price Current:

	1910	1909
St. Louis	11,364,000	14,267,000
Toledo	3,135,000	3,064,000
Detroit	1,130,000	1,283,000
Kansas City	27,153,000	22,668,000
Winter Wheat	42,782,000	41,282,000
Chicago	19,603,000	18,421,000
Milwaukee	5,143,000	4,492,000
Minneapolis	29,935,000	26,043,000
Duluth	16,716,000	37,612,000
Spring wheat	71,391,000	96,558,000

Total receipts of winter and spring wheat at primary markets 19 weeks since June, 1910, with comparisons.

	Winter	Spring	Total
1909-10	42,782,000	71,391,000	125,173,000
1908-9	41,282,000	96,558,000	137,840,000
1907-8	39,450,000	92,178,000	131,628,000
1906-7	35,227,000	67,584,000	102,811,000
1905-6	38,925,000	73,692,000	112,617,000

Baltimore's first new Southern corn was from the west shore of Virginia; damp; sold at 50c.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain etc., at leading receiving and shipping points in the United States for the month of October, 1910:

BALTIMORE—Reported by James B. Hessong, Secretary of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels	513,873	1,217,018	851,775	323,833
Corn, bushels	824,884	689,846	394,820	443,088
Oats, bushels	71,701	152,075	100	78
Barley, bushels		3,471		
Rye, bushels	94,599	120,261		
Timothy Seed, bus.	1,781	5,428		2,232
Clover Seed, bus.	1,562	8,365	448	1,183
Hay, tons	4,994	6,889	1,193	1,415
Flour, barrels	270,687	335,317	142,982	125,152

BOSTON—Reported by James A. McKibben, Secretary of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Flour, barrels	203,137	251,791	36,023	77,787
Wheat, bushels	1,081,729	2,141,054	664,127	1,523,705
Corn, bushels	264,593	208,130	225,644	135,695
Oats, bushels	354,109	378,918	6,250	
Rye, bushels	4,583	6,353		
Barley, bushels	12,725	5,750	16,986	
Flaxseed, bushels		2,818		
Peas, bushels	7,064	24,552	4,600	14,372
Milfeed, tons	1,872	4,754	229	78
Corn Meal, barrels	1,615	4,130	462	1,174
Oat Meal, cases	41,998	32,850	22,873	22,024
Oat Meal, sacks	9,048	20,638	10,250	15,785
Hay, tons	1,341	16,950	2,296	2,092

CHICAGO—Reported by George F. Stone, Secretary of the Board of Trade.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels	1,853,500	3,601,900	2,028,800	1,837,749
Corn, bushels	8,364,700	7,075,650	8,101,900	6,541,628
Oats, bushels	7,705,700	8,520,175	7,984,400	7,534,632
Barley, bushels	2,518,000	3,966,956	837,900	1,116,056
Rye, bushels	101,500	198,350	24,800	88,165
Timothy Seed, lbs.	3,778,400	9,000,912	1,701,200	3,148,161
Clover Seed, lbs.	1,375,400	514,300	182,700	331,740
Other Grass Seeds, lbs.	3,647,800	6,906,864	1,119,700	6,156,769
Flax Seed, bushels	199,000	147,000	25,300	43,327
Broom Corn, lbs.	1,773,900	2,566,157	1,535,600	1,944,208
Hay, tons	25,134	22,848	1,534	1,330
Flour, barrels	797,847	909,757	832,446	1,043,558

CINCINNATI—Reported by C. B. Murray, Superintendent of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels	334,612	498,913	333,036	474,016
Corn, bushels	555,626	500,316	427,936	300,400
Oats, bushels	639,184	644,752	320,176	457,348
Barley, bushels	138,976	114,610	1,028	
Rye, bushels	88,224	107,318	37,608	25,598
Malt, bushels	163,564	126,000	30,520	10,524
Timothy Seed, bgs.	5,490	10,090	3,895	4,554
Clover Seed, bgs.	2,015	2,334	3,398	3,272
Other Grass Seed, bgs.	15,190	27,018	12,145	10,309
Hay, tons	12,928	17,048	10,209	10,145
Flour, bbls.	131,444	140,629	74,112	82,299

DULUTH—Reported by Chas. F. MacDonald, Secretary of the Board of Trade.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels	5,980,164	18,506,802	5,293,744	14,095,896
Corn, bushels	4,203	78,487	59,116	121,627
Oats, bushels	269,717	1,263,654	296,924	877,776
Barley, bushels	2,565,378	1,624,152	2,444,634	1,927,587
Rye, bushels	24,341	111,520	461	103,779
Flax Seed, bushels	837,965	3,226,106	613,653	2,171,900
Flour, bbls.	926,955	1,116,500	1,023,955	1,083,590
Flour, bbls., Production	141,530	125,015		

KANSAS CITY, MO.—Reported by E. D. Bigelow, Secretary of Board of Trade.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels	5,335,200	5,353,700	4,149,600	2,654,300
Corn, bushels	961,200	1,238,450	698,400	764,750
Oats, bushels	557,600	967,500	399,500	634,500
Barley, bushels	32,200	40,700	25,200	3,300
Rye, bushels	6,600	9,900	8,800	8,800
Flax Seed, bushels	2,000	19,000	5,000	2,000
Bran, tons	1,920	2,040	7,920	10,220
Hay, tons	31,224	19,872	5,268	3,624
Flour, barrels	12,000	15,750	203,250	271,750

MILWAUKEE—Reported by H. A. Plumb, Secretary of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels	1,441,780	1,541,600	923,839	353,731
Corn, bushels	409,990	360,800	445,362	457,196
Oats, bushels	1,832,200	1,020,000	1,299,962	569,770
Barley, bushels	2,129,300	2,586,800	699,116	785,052
Rye, bushels	77,520	163,000	20,530	60,850
Flax Seed, bushels	21,600	118,800		1,200
Hay, tons	3,115	2,786	12	15
Flour, bbls.	350,068	451,125	383,897	524,885
Mill Feed, tons	3,595	4,687	20,578	35,633

MONTREAL, QUEBEC, CANADA—Reported by George Hadrill, Secretary of the Board of Trade.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels	3,071,134	7,636,039	2,202,709	5,318,692
Corn, bushels	923,119	34,480	733,461	70,690
Oats, bushels	319,147	613,382	153,878	38,257
Barley, bushels	77,090	226,001	42,782	85,158
Rye, bushels		58,001		
Flax Seed, bushels	20,000	48,455		26,640
Flour, bbls.	192,189	274,349	197,509	185,301

NEW ORLEANS—Reported by H. S. Herring, Secretary of the Board of Trade.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels		30,000	58,455	116,722
Corn, bushels	387,000	562,000	216,622	333,163
Oats, bushels	114,000	202,000	7,010	26,375
Hay, tons	2,500	1,645	201	53
Flour, bbls.	88,136	146,852	79,017	73,297

OMAHA—Reported by F. P. Manchester, Secretary of the Omaha Grain Exchange.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels	1,239,600	1,838,400	551,000	637,000
Corn, bushels	1,322,400	1,425,600	1,094,000	979,000
Oats, bushels	943,500	2,291,200	708,000	979,500
Rye, bushels	67,200	119,000	4,000	22,000
Barley bushels	25,300	27,000	25,000	17,000

PEORIA—Reported by John R. Lofgren, Secretary of the Board of Trade.

ELEVATOR AND GRAIN NEWS

ILLINOIS.

A new elevator is to be erected at Poag, Ill.

The farmers around Victoria, Ill., are planning to erect an elevator.

The Farmers' Elevator Co. of Downs, Ill., is building new cribs at that place.

George S. Miller will soon move his elevator at Monee, Ill., onto a new foundation.

The Tucker Elevator Co. of Manteno, Ill., intends to sell its elevator as soon as possible.

H. N. Dickinson is having his grain elevator at New Lenox, Ill., put in shape for the coming winter.

W. H. Hettinger has purchased the elevator at Fairbury, Ill., and will put it in first class condition.

The Farmers' Elevator Co. has installed a new automatic weighing scale in its elevator at Graymont, Ill.

The new steel tank at the elevator of the Turner-Hudnut Co. at Peoria, Ill., has been practically completed.

John McDonald has purchased of Moschel, Dodds & Co., the two elevators at Morton and the one at Crandall, Ill.

J. J. Hadley is remodeling his old elevator at Osco, Ill., and will build a brick engine room in the house.

The farmers in the vicinity of Bishop Hill, Ill., have formed a company and will buy the elevator at that place.

At Rochester, Ill., a Hall Signaling Grain Distributor has been installed in the elevator of the Twist Brothers.

T. M. Smith has completed his elevator at Kinmundy, Ill. The new house will be operated by a large gasoline engine.

The O. M. Davidson Elevator at Minonk, Ill., has been at last purchased by the Farmers' Grain & Elevator Co., for \$8,500.

Simeon Crumbaugh sold his elevator at Leroy, Ill., to the Clarke Grain Co. of Argenta, Ill., for a consideration of \$20,000.

Some of the employees of the late Arthur Sawes, a grain commission merchant of Chicago, have organized the Sawes Grain Co.

The farmers around Mendon, Ill., held a meeting recently to decide whether to purchase the Neola Elevator or build a new one.

Harry Surface has completed a new grain elevator at Granville, Ill. The Burrell Engineering & Construction Co. had the contract.

A Hall Signaling Grain Distributor has been installed in the elevator at Haldane, Ill., which is owned by the B. P. Hill Grain Co.

William Zierfuss of Bloomington, Ill., has purchased a half interest in the elevators at Wapella and Heyworth, Ill., from L. R. Slick.

Watts & Mullin have purchased the Love Elevator in Urbana, Ill., from A. L. Coan of Quincy and will place it in first class condition.

Henry J. Nobbe is putting in some elevator stands in his elevator at Ramsey, Ill., and will install a car mover that can move eight loaded cars.

Wingert & Clevidence have installed a new automatic weighing device in their elevator at Mt. Morris, Ill., besides making some other improvements.

The Burt & Richmond Grain Co. of Armington, Ill., has been incorporated by George S. Hunter, C. C. Reardon and G. H. Jeckel, with a capital stock of \$11,000.

The new 100,000 bushel grain elevator, built by the Burrell Engineering & Construction Co. for the Anchor Farmers' Grain Co. at Anchor, Ill., will soon be completed.

The newly organized Galesburg Farmers' Elevator Co. of Galesburg, Ill., recently purchased an elevator at that place for \$3,500 and will soon open it for business.

The Farmers' Elevator Co. of Princeton, Ill., has purchased the Neola Elevator, at that place, for \$3,900. Lucian Bass of the Dole Elevator will be the manager.

The German Valley Grain & Fuel Co. has been incorporated at German Valley, Ill., with a capital stock of \$10,000, by John Rademaker, John Dirksen and George B. Diddens.

The Smith-Hibben Grain Co. states that shipments made from its elevators at Tampico, Ill., and on the Hennepin Canal Feeder will run close to 25,000 bushels a month during the open season.

L. T. Hutchins is making some improvements on his elevator at Iroquois, Ill. A new cement block office has been practically completed and new scales have been installed, also a double crib with a ca-

capacity of 20,000 pounds of corn and 15,000 pounds of oats.

The Farmers' Grain & Coal Co. of Flanagan, Ill., recently declared a dividend of 6 per cent to the stockholders, besides putting \$1,000 aside as a reserve fund. The company cleared a profit of \$1,750 on last year's business.

Messrs. Elmore, Squire & Co., of Chicago, have succeeded to the general grain and feed business of E. W. Elmore and W. O. Elmore. The South Bend Elevator and the offices at Chicago will continue as formerly under the new firm.

The Easton Farmers' Grain Co., which has been engaged in the grain business at Easton and Biggs Station, Ill., for some time, has suspended operations but will reorganize as soon as its financial affairs are adjusted. The company is short \$18,000.

MISSOURI, KANSAS AND NEBRASKA.

Henry Hintz is erecting an elevator at Garfield, Nebr.

A. J. Rowland intends to erect an elevator at Liberty, Mo.

S. H. Ward will build a new elevator at Tonganoxie, Kan.

B. W. McLucas has opened a new elevator at Fairbury, Nebr.

The Nye-Schneider-Fowler Co. is repairing its elevator at Bruno, Nebr.

The B. C. Christopher Grain Co. closed its office in Wichita, Kan., recently.

The elevator at Duff, Nebr., has been equipped with a new automatic scale.

Chris Sorenson has purchased the Cumings & Allen Elevator at Auburn, Nebr.

E. O. De Voss of Hutchinson, Kan., has sold his elevator at Belmont, to T. P. Starr.

The citizens of Macon, Mo., are agitating the establishment of an elevator at that place.

R. J. Lewis is remodeling his elevator at Home City, Kan., and is installing new machinery.

The new Dowling & Purcell Elevator at North Bend, Nebr., has been completed and put in operation.

At a recent meeting of the farmers at Aurora, Nebr., they decided to buy the elevator "B." which is owned by J. M. Cox.

The farmers of Boone, Nebr., are planning to buy the elevator at that place, which is owned by the Omaha Elevator Co.

M. T. Cummings has purchased the elevator at Beatrice, Nebr., which was owned by the Foster Grain Co. of Lincoln, Nebr.

The Salina Produce Co. of Salina, Kan., has leased the elevator at Council Grove, Kan., which was formerly owned by F. B. Quinby.

The Corn Belt Grain Co. has leased the Small Elevator and will use it in connection with the Cain Elevator, both of Atchison, Kan.

The Farmers' Co-operative Grain & Live Stock Co. of Lewis, Kan., is installing a new Richardson Automatic Scale in its elevator at that place.

There has been some difficulty in starting the work on the new Hynes Elevator at St. Joseph, Mo., owing to many changes in the building conditions.

The Shellabarger Elevator Co. of Salina, Kans., has remodeled its elevator at Smolan, adding \$500 worth of equipment. Its present capacity is 50,000 bushels.

The Denton-Kuhn Grain Co. of Kansas City, Mo., was recently incorporated by Oliver Denton, W. B. Kuhn, A. P. Denton and others, with a capital stock of \$15,000.

The M. T. Cummings Grain Co. of Lincoln, Nebr., was recently incorporated by M. T. Cummings, Almada M. Cummings and R. C. Buehler, with a capital stock of \$40,000.

The Co-operative Farmers' Elevator Co. recently acquired the up-to-date elevator at Neligh, Nebr., for a consideration of \$18,000, from the T. B. Hord Co. F. Thornton will be manager.

The Mount Morris Elevator Co. of Mount Morris, Mo., was recently incorporated with a capital stock of \$10,000, by L. C. Sprecher, A. N. Baker, Geo. Windle, G. W. Shaw and W. H. Row.

The Updike Grain Co. of Omaha, Nebr., is rebuilding its elevator at Brickton, which recently burned. F. G. Endelman, who had a lease covering the old building will operate the new one under the same lease.

The Nye-Schneider-Fowler Co. will rebuild its 1,000,000 bushel elevator at Omaha, Nebr., next spring, which was destroyed by fire last spring.

Conrad Schneider will equip his elevator at Snyder, Nebr., with two Hall Signalling Grain Distributors.

The Farmers' Grain Co. of Omaha, Nebr., of which C. Vincent is manager, has added to its line of elevators by the purchase of the McCaull-Webster Elevator at Rosalie, and has opened its fifth house at Elyria, Nebr., having purchased the

35,000 bushel elevator of the Barstow Co. of Lincoln, Nebr.

J. B. Carter has rented the elevator at St. Edwards, Nebr., from the Omaha Elevator Co. of Omaha, and will continue the business in his own name.

The Sharp Feeding Co. of Osawatimie, Kan., is erecting a 30,000 bushel elevator. It will be equipped with a Barnard & Leas Feed Mill, and will receive grain from cars as well as from wagons. The Burrell Engineering & Construction Co. has the contract.

The Western Elevator Co. of Holton, Kan., has been incorporated with a capital stock of \$20,000, by H. D. Wilson, H. J. Kalusmire, E. W. Reed, I. O. Armalt and L. Arnold. The company has purchased the Midland Elevators at Holton, Onaga, Scireville and Larkinburg.

W. W. Cannon, formerly secretary and treasurer of the Cannon Wyner Elevator Co., of Butler, Mo., has purchased all the stock and become sole owner. He will continue the business under the name of W. W. Cannon Elevators. The transfer includes the plants of Foster and Nyhart, Mo.

EASTERN.

F. E. Crandall is building a concrete warehouse at Denton, N. Y.

The Scott Hay & Grain Co. is a new firm organized at Frackville, Pa.

The Coombs Grain Co. is adding a concrete foundation and a 25-horse-power electric motor to its plant at Lisbon Falls, Me.

Work has been commenced on the two-story brick fireproof grain warehouse for C. B. Chamberlain at Brownsville, Pa., which will cost \$15,000.

Peter Lennon is building a large elevator at Pawtucket, R. I., which will have a capacity of 30,000 bushels and have a concrete foundation.

The elevator at Natick, Mass., belonging to J. W. Doon & Co. is being rebuilt. The house partly collapsed last spring causing a loss of several thousand dollars.

S. Nagle, Jr., Coal & Grain Co., of Hohokus, N. J., has been incorporated with a capital stock of \$50,000, by Samuel Nagle, Jr., John F. Nagle and Samuel B. Toy.

The new elevator, which was being erected for the Eastern Grain Co. at Bridgewater, Mass., has been practically completed. This structure replaces the house destroyed by fire last spring.

The Globe Elevator Co., whose plant on the Michigan Central Railroad tracks at Buffalo, N. Y., was recently destroyed by fire, will build a new elevator and mill on the Erie Railway at a cost of about \$10,000.

The partnership between Sterling E. W. Eyer and Ferdinand Maier, under the firm name of the Consolidated Grain Co. of Wilkes-Barre, Pa., has been dissolved by mutual consent; Sterling E. W. Eyer retiring from business.

IOWA.

F. C. Cota has bought the grain warehouse at Zwingle, Iowa.

An elevator will be erected at Grant, Iowa, by the Turner Brothers.

The Wells-Hord Grain Co. recently appointed William Thomas, manager of its office at Neola, Iowa.

The Farmers' Elevator Co. at Cleghorn, Iowa, will soon be in the hands of F. Hebb, who will take charge.

J. W. Harpster has purchased F. S. Kingdom's interest in the grain firm of Kingdom Bros. of Grinnell, Iowa.

D. L. Golden has purchased a half interest in the elevator at Burt, Iowa, which was recently bought by O. P. McDonald.

Henry Nitting, a farmer near Pomeroy, Iowa, is building a grain elevator on his farm, which will have a capacity of 8,000 bushels.

The Farmers' Elevator, which is being built at Ireton, Iowa, has been practically completed. It has a capacity of 2,300 bushels of grain.

A meeting was held in Hubbard, Iowa, for the purpose of organizing a farmers' elevator company. Phillip Knowles, Walter Keller, Gus Lage and D. E. Byam compose the board. An elevator will soon be erected.

The Iowa Grain Co. of Cedar Rapids, Iowa, has been incorporated with a capital stock of \$125,000, by Henry A. Weise, C. E. Holcombe, Herman Schroeder and M. C. Volz. The company will operate elevators at Cedar Rapids, Martins, Dysart, Ellerton, Dinsdale, Titonka and other points in Iowa.

The Farmers' Co-operative Grain Co. of Kamrar, Iowa, has been organized with a capital stock of \$25,000, of which \$7,000 has been paid up. The officers of the company are: O. L. Gilmore, president; Geo. Hasbrock, vice-president; John Fonken, secretary; Henry Arnold, John Fonken, A. L. Gil-

more, John Middents, Thomas VanLangen, J. L. Groves and Robert Kirchner, directors.

The Imperial Milling Co. of David City, Nebr., has secured a site in Council Bluffs, Iowa, for the erection of a 100,000 bushel elevator, which will cost between \$40,000 and \$50,000.

The Iowa Central Railway Co. is endeavoring to interest the farmers around Eldora, Iowa, in the formation of a co-operative elevator company, which will operate the railway's elevator, as it has not been making any money for the present owners for a number of years.

A company has been formed at Stanton, Iowa, under the name of the Mutual Grain & Stock Co., with a membership of one hundred. It has purchased the grain business of T. J. McCormack for a consideration of \$3,200. The officers of the company are as follows: L. J. Newman, president; W. A. Peterson, secretary, and Otto Honett, treasurer.

MINNESOTA AND WISCONSIN.

The elevator at Hazel, Minn., is open for business.

The Sage Brothers have sold their elevator at Kasota, Minn.

John Hicks intends to build a new elevator at St. Johns, Wis.

The Farmers' Elevator Co. has opened its elevator at Fosston, Minn.

The Farmers' Elevator Co. is building an addition to its elevator at Kenneth, Minn.

The Deimer-Pepper Elevator Co.'s plant at Clearbrook, Minn., is fast nearing completion.

The elevator at Cable, Minn., has been purchased by H. C. Ervin, proprietor of the City Mills.

An elevator is among the many new buildings proposed for the new town of Bellechester, Minn.

The J. H. Riheldaffer Co. has been incorporated at Minneapolis, Minn., to do a general grain business.

J. C. Whelan, of Minneapolis, has purchased the Minneapolis & Northern Elevator at Breckenridge, Minn.

W. T. Spencer and George Rau are endeavoring to organize a Farmers' Elevator Co. at Wykoff, Minn.

The Baldwin Elevator at Moorhead, Minn., is being raised about three feet and a new foundation put in.

An elevator is being erected at Gully, Minn., for the Hanson-Barzen Milling Co. of Thief River Falls, Minn.

The Consolidated Elevator Co. of Duluth, Minn., recently increased its capital stock from \$400,000 to \$750,000.

The Algoma Produce Co. has taken over the elevator at Denmark, Wis., which was owned by the Kriwanek Brothers.

The Menneiska Farmers' Elevator Co. will build its new elevator on the site where the Western Elevator stood at Minneiska, Minn.

The Evansville Farmers' Elevator Co. has been incorporated at Evansville, Minn., by John Bitzan and others, with a capital stock of \$10,000.

The Lyman Grain Co. of Milwaukee, Wis., has been incorporated by Irving C. Lyman, David A. Edgar and Fred Luling, with a capital stock of \$5,000.

Thomas E. Thompson, John D. Burns and Minnie M. Burns recently incorporated the Pioneer Elevator Co. at Colfax, Wis., with a capital stock of \$25,000.

The officers of the Kerkhoven Farmers' Elevator Co. have purchased the elevator at Kerkhoven, Minn., from the Northwestern Co., for \$2,750 and will open it in a short time.

The Milwaukee-Superior Elevator & Warehouse Co. of Milwaukee, Wis., was recently incorporated with a capital stock of \$25,000, by D. T. Finnie, R. H. Huertel and John P. Hegan.

The Speltz Grain & Coal Co. has purchased the elevator at Twin Lakes, Minn., and are making many improvements. A dump scale and covered driveway are among the new features.

A new company with \$10,000 capital stock, to be known as the Farmers' Co-operative Products Co. of Eau Claire, Wis., recently filed articles of incorporation. The company is remodeling the old Lakeside Elevator.

The Farmers' Milling & Elevator Co. has been incorporated at Browns Valley, Minn., with a capital stock of \$50,000. J. T. Schain is president; Frank Smith, vice-president; A. Engerbretson, treasurer and C. A. Weaver, secretary and manager.

The Milwaukee Elevator Co. has just completed two new grain elevators, one at Walworth, Wis., and one at Clinton Junction, Wis. A large hay warehouse was built in connection with the Walworth Elevator. The contract for both houses was let

with the Burrell Engineering & Construction Co. of Chicago.

E. H. Geske, H. C. Hunterberg, M. Schauer, Fred Kraft, H. Koplin and F. Relaczyk have incorporated the Fall Creek Farmers' Grain & Produce Co. at Fall Creek, Wis., with a capital stock of \$100,000.

WESTERN.

The Farmers' Elevator at Moccasin, Mont., has been completed.

The new part of the elevator at Wibaux, Mont., is now being used.

Work on the new elevator at Glasgow, Mont., has been practically completed.

The Kalispell Flour Mill Co. of Kalispell, Mont., is building a \$20,000 warehouse at Spokane, Wash.

Lake & Duckworth, grain dealers of Lakeview, Ore., have dissolved partnership. Mr. Duckworth will continue the business.

The People's Creek Wheat Co. of Chinook, Mont., has been incorporated with a capital stock of \$50,000 by F. H. Roberts and E. Brown.

The Peterson & Lewis Elevator Co. of Sioux Falls, S. D., will probably erect an elevator at Buffalo, Mont., in a short time. The firm is now erecting one at Brady, Mont., and expect to build elevators at Collins, Cutbank and Columbia Falls.

OHIO, INDIANA AND MICHIGAN.

Baker Bros. have built an elevator at Dilaton, Ohio.

The Renollett Brothers will build a new elevator at Reno, Ind.

The Farmers' Grain & Hay Co. is building a new elevator at St. Claire, Mich.

Wes Hardman has sold his elevator at Woodstock, Ohio, to Howard Townsend of Irwin.

The B. P. Gump Co. is installing a Hall Signalling Grain Distributor in its elevator at Davisburg, Mich.

The Hart Grain Co. of Detroit, Mich., with W. H. Hart, president, has been incorporated with a capital stock of \$5,000.

Henry Amerman of Topeka, Ind., has purchased the elevator of J. J. Staely at Stroh and will take charge of it soon.

The Seelmeyer-Fox Grain Co. has been incorporated at Cincinnati, Ohio, with a capital stock of \$10,000, by R. M. Scott.

The East Side Iron Elevator Co. of Toledo, Ohio, has completed the construction of a marine leg in connection with its house.

W. C. Lutz recently sold a half interest in his elevator at Bunker Hill, Ind., to J. M. Coucher & Co., but will continue as manager.

F. J. Rinehart of Uniopolis, Ohio, has just installed a Sidney Passenger Elevator as a needed improvement of his grain elevator.

The elevator, together with the rest of the plant owned by the Wolcott Bros., at Mt. Clemens, Mich., will be sold at a receiver's sale, November 29.

The Allen & Wheeler Co. is having a 155,000 bushel elevator erected at its mill in Troy, Ohio. James S. Stewart & Co., of Chicago, are doing the work.

The grain elevator of Goodrich Bros. at Molden, Ind., will be completed about the last of December. It is being built by the Burrell Engineering & Construction Co.

The Irvington Mill & Elevator Co. of Irvington, Ohio, has been incorporated with a capital stock of \$12,500, by W. J. Piggott, John C. Payne and John R. Winn.

The Beesons Station Grain Co. of Beesons Station, Ind., was recently incorporated by I. R. Stafford, S. I. Harlan and L. L. Broadus, with a capital stock of \$10,000.

The trustees under the will of Thad Baum recently sold the elevator at Duvall, Ohio, together with some land, for \$11,550, to J. W. and E. O. Teegardin and T. M. Garner.

The Remington Farmers' Elevator Co. has been organized at Remington, Ind., with a capital stock of \$18,500, by J. W. Taylor, D. N. Shand, H. C. Beeks, William Sitz and others.

The Burrell Engineering & Construction Co. has just completed a 20,000 bushel grain elevator for E. F. Sherman at Allegan, Mich. It is equipped to handle beans, wheat, oats and corn.

Work on the new Harper Elevator at North Branch, Mich., is progressing rapidly. A 25-horsepower gasoline engine has been installed by Fairbanks, Morse & Co. of Chicago, together with other machinery.

The Henry County Grain Association as its meeting in Newcastle, Ind., recently, elected the following officers:—Clark Phelps, president; Samuel Hiatt, vice-president; W. E. Wood, secretary; Martin

Worl, treasurer, and John Walker, general superintendent.

John Hicks has just completed a 60,000 bushel grain elevator at St. Johns, Mich. Its equipment for handling beans is said to be the most complete of any elevator in Michigan and it will also handle oats, corn and wheat. It was built by the Burrell Engineering & Construction Co.

SOUTHERN AND SOUTHWESTERN.

The Chelsea Mill & Elevator Co. of Chelsea, Okla., has opened its plant for business.

The Hanna & Anderson Mill and Elevator at Sulphur, Okla., is fast nearing completion.

Richard Dozier is going to build an elevator of moderate size with grits mill attached at Abbeville, La.

A grain elevator together with a corn and feed mill will be erected at Roanoke, Va., by Davis, Robinson & Co.

The Mississippi Valley Transportation Co. will erect an elevator and round storage bins at New Orleans, La.

The Bunch Elevator at Pine Bluff, Ark., is to be overhauled and reopened by the W. B. Worthan Co. of Little Rock, Ark.

The grain and cotton business of J. F. and S. L. Dodds of Hickman, Ky., was recently sold to Charles S. Driver of Osceola, Ark.

The elevator and mill erected at Rosenberg, Texas, by the Rosenberg Mill & Elevator Co., has been open for business since the first of October.

The A. E. Baxter Engineering & Appraisal Co. is erecting the Richmond Terminal Elevator at Richmond, Va., for the Chesapeake & Ohio Railroad.

Arthur E. Donegan, Henry T. Bass and R. S. Floyd have organized the Kissimmee Grain & Supply Co., at Kissimmee, Fla., with a capital stock of \$25,000.

The Irvington Mill & Elevator Co. of Irvington, Ky., has been incorporated by W. J. Piggott, John C. Payne and John R. Winn, with a capital stock of \$12,500.

The City Grain & Feed Co. of Davidson County, Tenn., has been incorporated with a capital stock of \$5,000, by H. J. Connor, W. R. Crow, F. W. Reed and others.

The Silver Hill Mill & Elevator Co. of Marfa, Texas, has been incorporated by R. K. Colquist, T. C. Crossen and H. D. Young, with a capital stock of \$250,000.

The Katy Mill & Elevator Co. has been incorporated at Caddo, Okla., with a capital stock of \$7,500, by J. A. Hartzog, D. M. Wilson, C. C. Tarver and others.

The Empire Grain Co., which has been in business at Wichita, Kan., for five years, has temporarily closed its office there and will transact business at its offices in Fort Worth, Texas, and Oklahoma City, Okla.

The Gillette Grain Co. was recently incorporated by F. E. Gillette, Jr., W. P. Bearden, J. W. Jefferson, G. A. Harrington and W. P. Nicholson, with a capital stock of \$10,000. The offices will be at Nashville, Tenn.

THE DAKOTAS.

Crocker, S. D. will have an elevator in a short time.

G. T. White has leased the elevator at Brentford, S. D.

A movement is on foot to erect an elevator at Hebron, N. D.

T. Stromset has again opened his elevator at Bowbells, N. D.

A Farmers' Elevator Co. will soon be organized at Stickney, S. D.

S. J. Birdsall is having an elevator erected at New Leipzig, N. D.

The elevator being erected near Raleigh, N. D., is nearing completion.

A new elevator is being erected at Carson, N. D., by the Occident Milling Co.

The Federal Elevator at Galesburg, N. D., has been much improved lately.

F. B. Johnson recently sold his elevator at Westport, S. D., to C. R. Walworth.

The new Monarch and Lyon Elevators at Heaton, N. D., are fast nearing completion.

The new elevator belonging to the Consolidated Coal Co. at Leigh, N. D., has been completed.

The Northwestern Elevator Co. has installed a grain cleaner in its elevator at Lansford, N. D.

The Kellogg Commission Co. will close its elevator at Merricourt, N. D., for the coming year.

Many improvements have been made at the plant of the Farmers' Elevator Co. at Great Bend, N. D.

The Western Grain Co. of Bowman, N. D., was recently incorporated by James E. Phelan, Charles J. Phelan and others, with a capital stock of

\$10,000. The company will soon open an elevator at Mott, N. D.

The Buxton Farmers' Elevator Co. of Buxton, N. D., has increased its capital stock from \$3,000 to \$9,000.

The Dakota Grain Co. of Frederick, S. D., will erect an elevator in connection with the plant at Edgeley, N. D., which it recently purchased.

C. F. Hahn recently traded his elevator at Humboldt, S. D., to T. O. Raney, who takes possession November 15. Mr. Thrasher will remain in charge.

CANADIAN.

Schmidt & Metcalf have started a grain business in Calgary, Alta.

The elevator at Wynyard, Sask., has been practically completed.

The Redcliffe Mill & Elevator Co., Ltd., has been incorporated at Redcliffe, Alta.

The Alberta Pacific Elevator Co. will build an elevator at New Westminster, B. C.

The Thunder Bay Elevator Co. is erecting a new elevator at Bowmanville, Ont., at a cost of \$550,000.

The Consolidated Elevator Co. of Ontario, has increased its capital stock from \$400,000 to \$750,000.

The Mystic Grain Co. is rebuilding its elevator at Montreal, Que., which was recently destroyed by fire.

The Pipestone Elevator & Milling Co., Ltd., has sold its plant at Pipestone, Man., to the Manitoba Government.

The elevator at Goderich, Ont., is being equipped with dust collectors and pipes by the Day Co., of Minneapolis.

The Sunny Belt Grain & Elevator Co. has sold its elevator at Fort Saskatchewan, Alta., to the Gillespie Elevator Co.

The Alberta Grain Co., Ltd., of Calgary, Alta., has sold its elevators at Leduc, Fort Saskatchewan, Wetaskiwin and Ryley.

A 30,000 bushel elevator is being erected at Outlook, Sask., by the Outlook Flour Milling Co., and also a large warehouse.

The Canadian Collieries, Ltd., of Victoria, B. C., is authorized under British Columbia charter to operate grain elevators.

The Canadian Northern Railway will erect an elevator at Parry Sound, Ont., next year, which will have a capacity of 500,000 bushels.

Four large round tank elevators, with a total capacity of 100,000 bushels, will be erected by the Saskatchewan Flour Mills Co., at Moose Jaw, Sask.

The American Cereal Co.'s new elevator at Peterboro, Ont., commenced taking in grain on November 15. The James Stewart Co., of Chicago, built the house.

The property of the Montreal Grain Elevating Co. at Montreal, Que., has been sold at auction by order of the Crown Trust Co. About \$22,500 were realized by the sale.

The new elevator of the Western Canada Flour Mills Co. at Goderich, Ont., which was built by the James Stewart Co., of Chicago, will be open for business December 15.

The new elevator of the Western Canada Flour Mills Co., Ltd., at St. Boniface, Man., is being equipped with twelve large dust collectors and a system of piping to carry away the dust.

The Alberta Pacific Elevator Co. recently was forced to pay the Vancouver Milling Co. of Vancouver, B. C., \$9,000 damages as a result of a suit brought by the latter for non-delivery of goods according to contract.

The former C. P. Ry. Grain Elevator at Quebec, Que., has been leased for a period of ten years by James Richardson & Son of Kingston, Ont., from the Quebec Harbor Commissioners. The new lessees will spend \$15,000 in repairs, including \$10,000 worth of new machinery. The elevator has a capacity of a quarter of million bushels of grain.

The Jones-Scott Co., wheat buyers at Walla Walla, Wash., on October 19 drew a check for \$84,860.05 in favor of Geo. Drummheller in payment for 107,000 bus. of No. 1 bluestem and Turkey red wheat. This is believed to be the largest wheat check ever drawn on the "Inland Empire."

Speaking in a recent report on the way some farmers market their grain, H. O. Brown, grain commissioner of North Dakota at Minneapolis, cited a car received at a Minneapolis elevator that had two inches of clear weed seed distributed evenly over the bottom. The Appeal Board had the car screened at an expense of about \$28, besides which there was an increased dockage and the freight on a large amount of worthless stuff. Mr. Brown pertinently asks if the farmers think they can afford to do this sort of thing, and if they think they ought to expect to receive fair treatment at the hands of the dealers without first showing a disposition to be fair themselves.

[Special Correspondence.]

ST. LOUIS AND MIDDLE WEST GRAIN AND FEED NOTES.

BY L. C. BREED.

An appropriation of \$1,000 for the Committee on Seed Improvement, of which M. W. Cochrane, president of the Exchange is chairman, and Bert Ball, manager of the Exchange's publicity bureau, is secretary, was made by the Council of North American Grain Exchanges. The offices of the committee are in St. Louis. Mr. Ball is being assisted by a local press-clipping bureau, which is furnishing all items bearing on the subject that can be gleaned from the country newspapers of the Middle West.

Last Thursday, President M. W. Cochrane, of the Exchange, was surrounded by a body of traders on the floor of the trading hall, with Harry W. Daub as spokesman; a demand was made on Mr. Cochrane for the reasons for the exclusion of the curb market. Mr. Cochrane replied that nothing in the rules of the Exchange authorized such trading, and as the board had been informed that it was contrary to law it had been ordered discontinued.

The American Chamber of Commerce in Paris, has complained to the Exchange that there is delay in the delivery of cablegrams, owing to the failure to show plainly at the head of each cable message the date and hour when it was filed for transmission.

A private hearing was recently given by the board of directors of the Exchange to grain traders who desire the re-establishment of a reformed curb market in the Merchants' Exchange building. Among those who advised the board in favor of the project were Harry W. Daub of the Schreiner Grain Company; E. F. Catlin of the Millikin-Helm Company; Thomas B. Treasdale, Bert H. Lang, Thomas W. Carter and T. J. Lonergan. The speakers pointed out the action of the Chicago Board of Trade in authorizing the trading in privileges by men who have what Chicago traders term "an insurable interest" in the market; that is, deals pending in the regular market which they desire to protect by other deals of a contrary purport until the opening of the regular market next day. It was contended by some of the speakers that this trading was as regular and as legitimate as the trading on the floor during market hours.

St. Louis feed dealers find an increasing interest in alfalfa feed is developing, and the great progress of this industry is attracting attention, there being now sixty-eight mills in the Middle West engaged in manufacturing it, involving an investment of \$250,000.

An indoor baseball league, patterned like that of the Chicago Board of Trade, is under organization by the younger members of the Exchange. W. E. Stewart, of the Peavey Grain Company, has received particulars regarding the Chicago league, and Louis Jones, Martin Mullally and Joseph For-estel are organizing the St. Louis league.

A food experiment has been going on in St. Louis. The cook of W. F. Saunders, secretary of the Business Men's League, has been under instructions to bake for his consumption, hot biscuits of cotton seed flour, of which he received a supply from a manufacturer of St. Louis, and Mr. Saunders duly ate the said biscuits. The attention of Mr. Saunders was directed to cotton seed and flour by Hon. Richard Bartholt, who received recently from William H. Michael, American consul-general at Calcutta, a letter stating that a St. Louis firm was making flour out of cotton seed, which was described as wholesome, and good for human food. Mr. Thomas Erskine, British consul at St. Louis, hearing of the matter, joined Mr. Saunders in the investigation into the availability of cotton seed flour as a food product for famine-stricken India. He conferred with Mr. Saunders and with W. B. Crittenden, secretary of the St. Louis company which has recently begun the manufacture of the flour, and will report on the subject to his government. His report will probably be printed for circulation.

Mr. Saunders states that the biscuits made of the flour were very nutritious, and not unpalatable. In his opinion the new flour should become a staple product. The biscuits were of the color of gingerbread, but had not the porous lightness of the latter product. Still, they are masticated readily.

Members of the Exchange have been sending out in the mails, a letter signed by President Cochrane, urging their customers in Missouri to vote for the amendment which authorized a tax for the University of Missouri. The plea is based on the needs of the State Agricultural College.

The Chicago, Burlington & Quincy Railroad will, on December 1, assume the switching charges on inbound grain originating at points west of the Mississippi River, where rates to St. Louis and East St. Louis are the same. President Cochrane of the Exchange, in speaking of this change, says the assuming of these charges is the biggest thing that has been put over by the Exchange's Traffic Bureau since its organization, and will mean a saving of at least \$30,000 a year to the grain trade of St. Louis. Fully 75 per cent of the grain from Iowa comes from non-competitive points on which the switching charges were formerly not absorbed.

NEWS OF THE SOUTHWEST.

The Farmers' Elevator Company, of Sheridan, Ill., certifies to a dissolution of business.

The Kuntz Grain Company is building a residence for their local manager at Radcliffe, Ia.

The De Wolf & Wells Grain Company, Spencer, Ia., has bought the Bowen & Regur elevator.

Fred Colburn, Cune, Kan., has built a small addition to his creamery to be used for a feed mill.

M. T. Cummings has purchased the elevator business of the Foster Grain Company, Tensola, Neb.

T. B. Ford, a grain broker, has been elected a member of the Board of Trade, Little Rock, Ark.

The granary of A. L. Balliuan, St. Paul, Neb., was recently struck by lightning and destroyed by fire.

The Rock Grain Company will soon rebuild its elevator at Albert, Barton County, Kan., recently destroyed by fire.

The Lipscomb Grain, Seed and Coal Company, of Liberal, Mo., certifies to an increase of capital from \$20,000 to \$30,000.

B. Sawyer and family have removed from Farmington, Mo., to Clayton, Mo., where he will engage in the feed business.

Frank Means, Delmar, Ia., has taken over the grain, feed and the elevator business of this town and will continue the same.

The Laws & Downey Grain Company, of Texarkana, Ark., has been granted permission to do business in Texas, with a capital of \$25,000.

The Farmers' Elevator Company, of Princeton, Ill., has been incorporated. Capital stock \$6,000. Incorporators, J. J. Shugart, William Shugart and John A. Nelson.

The Burt & Richmond Grain Company, of Armington, Ill., has been incorporated. Capital stock, \$11,000. Incorporators, George S. Hunter, C. C. Reardon and G. H. Jeckel.

The Denton-Kuhn Grain Company, of Kansas City, Mo., has been incorporated; capital stock \$15,000; incorporators, Oliver Denton, W. B. Kuhn, A. P. Denton and others.

The elevator belonging to Kerston & Smiley, Normaltown, Ill., was partly unroofed in a wind storm which recently swept over that section, doing considerable damage.

The Neponset Farmers' Grain Elevator Company, of Neponset, Ill., has been incorporated. Capital stock \$5,000. Incorporators, F. Norton, M. O. Scott and W. F. Bowen.

The Farmers' Elevator Company is erecting at Mt. Union, Ia., one of the largest corn cribs in that vicinity. It is located immediately west of the elevator and is of the latest style.

The Highland F. M. B. A. Elevator Company, of Highland, Ill., has been incorporated. Capital stock \$40,000. Incorporators, William Reinhardt, Joseph Buchmann and Albert Kleiner.

The Grain Exchange and Building Company, of Kansas City, Mo., has been incorporated; capital stock, \$1,500,000; incorporators, A. C. Bilicke, C. H. Barber, Hugh Bryant and others.

Broom corn is quite an item in McPherson County, Okla., since over 3,000 acres were planted to the brush last year, and it represents in its harvest not less than \$60,000 to the farmers of that county.

Application has been made for a charter by the Southern States Grain and Feed Company, capitalized at \$5,000, with the following incorporators: C. Keith Vaughn, Joe H. Weaver, Geo. L. Phillips and others.

The Heller elevator, Le Mars, Ia., was destroyed by fire October 29, causing a loss of \$5,000 with \$2,500 insurance. The elevator was owned by Harry Lamont, of Lebanon, S. D. The cause of the fire is unknown.

The T. H. Bunch elevator at Pine Bluff, Ark., will be reopened by the W. B. Worthan Company, of Little Rock. Many improvements will be made. New machinery will be installed and the plant generally overhauled.

H. T. Radcliffe, traveling auditor of the Kansas Grain Company, while driving between Zenith and Silvia, Kan., recently, the gasoline caught fire and exploded. Mr. Radcliffe jumped and escaped injury, but the car was destroyed.

The E. R. Ulrich elevator at Buffalo, Ill., was destroyed by fire recently. Mr. Ulrich estimates his loss at \$20,000, several thousand bushels of grain being consumed. He was partially insured. The origin of the fire is unknown.

H. O. Tonsor, of Alton, Ill., has a horse known as "Old Bill" that has developed a taste for sweet things. The horse will not eat oats unless a quart of molasses has been mixed with them. The animal is twenty-six years old and extremely fat.

J. A. Pease, president of the Iowa Elevator Company, announces the sale of the company's elevators along the Great Western Railroad to the Hynes Grain Company, of Omaha. The Iowa Elevator Company changed their headquarters from Des Moines to Fort Dodge four years ago.

The Pawnee Cereal Mills, Cedar Rapids, Ia., which have been idle since the plant was erected in 1906, are about to reopen. The plant will be taken over by the Corna Mills Company, of St. Louis. The Pawnee Mills were built by Edw. Ellsworth, of Buffalo,

principal owner of the H. O. Company. After being in operation a short time Ellsworth failed and since then the big plant has remained idle. New improvements, including a sprinkler system and an elevator, will be added.

The west side of the warehouse of A. D. Pierce's Sons, Golconda, Ill., fell out recently, exposing a quantity of wheat to the weather. The warehouse is of brick and it was found the posts to which the sides of the wall were anchored gave way. The loss will approximate upwards of \$200.

The Iowa State Federation of Labor and the State Farmers' Grain Dealers' Association are to form an amalgamation, with headquarters at Des Moines. The amalgamation is stated to mean only that through the merging of interests the two bodies will act in unison for each other's good.

The elevator of the Blair Elevator Company, Atchison, Kan., was destroyed by fire November 1. Upwards of 60,000 bushels of wheat, 8,000 bushels of corn, 12,000 bushels of oats, 10,000 bushels of cane seed and 10,000 pounds of buckwheat were burned. Total loss about \$125,000, partially insured.

The Laws & Downey Grain Company, of Texarkana, Ark., has been incorporated with a capital of \$50,000. G. W. Bottoms is president, Marshall Northcutt, vice-president, T. A. Clark, secretary and treasurer, M. M. Laws, manager. The company will do a wholesale grain and feed business in Texarkana and vicinity.

The Herget malt house and the Turner-Hudnut elevator at Pekin, Ill., were destroyed by fire October 24, supposed to be of incendiary origin. About twenty box cars loaded with baled hay and lumber were also burned. The loss at the malt house is estimated to be in the neighborhood of \$10,000 and the Turner-Hudnut Company will suffer a loss of about \$50,000. Insurance will partially cover the loss of both plants. The elevator was a large six-story structure and there were five steel tanks, the first one of which contained many carloads of grain. The other four tanks were saved.

[Special Correspondence.]

TOLEDO LETTER.

BY E. F. BAKER.

While the grain business has been fairly active here at Toledo recently, the absolute lack of export demand is proving considerable of a handicap, and unless a foreign market can be found for wheat it is thought that prices must recede. There is a small milling demand, but the bulk of the mills are well stocked and are not in the market for further supplies. Shipments during the first ten days of November amounted to but 32,900 bushels. Wheat receipts have been of fair volume thus far in November (to 10th), the first ten days bringing in 179,000 bushels, including one cargo from Duluth. Local wheat stocks increased last week about 61,000 bushels to a total of 1,546,343 bushels. Estimates of the wheat acreage of Ohio for 1911 show that there will be a slight increase in area over 1910, the total acreage being about 2,014,180. Growing crop presents a most encouraging prospect and will go into the severe winter months in perhaps the best condition for years.

The new corn crop is now estimated at 84 per cent of a normal yield, or about 3 per cent increase over the figures of a month ago. No new corn has as yet found its way into the Toledo market, but samples received here are of splendid quality. Moisture test shows as low as 22 per cent and corn is clean and in splendid condition. The crop suffered but little from frost before maturity, and a very small percentage of soft corn is expected. Receipts of old corn have been satisfactory, aggregating 83,300 bushels during the past ten days. A strong Eastern demand has furnished shipments of 106,700 bushels, with the result that local stocks were last week reduced nearly 50,000 bushels to a total of 43,883 bushels.

Farmers are holding an unusually large percentage of their oats this year. They appear to be in no hurry to unload, and the movement from first hands has been lighter than for a long time at this season of the year. It is probable that the coming of the holiday season may stimulate receipts to some extent, but farmers are in splendid shape financially and few will be forced to sell until they get ready. Receipts here have amounted to about 138,000 bushels since November 1, with shipments of 85,700 bushels during the same period. Local stocks increased last week more than 50,000 bushels to a total estimated at 371,346 bushels. Qualities are almost perfect.

There are less than 5,000 bushels of rye here at this time and receipts amount to very little. Total crop of rye in Ohio for 1911 is estimated at 61,337 acres, being several thousand acres less than this year. Cash rye is quoted at 78 cents.

J. D. Shanahan was a recent visitor on the floor of the Exchange. He was in the city on official business.

H. W. Devore has been chosen second vice-president and director of the Toledo Produce Exchange, filling the vacancy caused by the resignation of W.

W. Cummings. He has been in the grain business in Toledo for the past 33 years.

H. W. Applegate, H. R. Devore and H. L. Geomann have returned from a trip to Chicago, where they went in the interest of the local trade in the transit rate discussion.

The National Milling Co. has received its fourth cargo of wheat from Duluth this season. At least one more cargo (perhaps more) is to arrive before navigation closes.

Milton Churchill, former resident of Toledo, where he conducted a successful grain business, but now living in California, paid a visit recently to old friends on the floor.

The Mollett Grain Co., which for years has operated a grain elevator at Frankfort, Ind., opened a grain office at Toledo. Rooms have been secured on the fourth floor of the Produce Exchange Building, and the new concern will be ready for business in a short time.

The Ohio Millers' State Association will hold its fall meeting at Columbus on November 16 and 17. An unusually large delegation from Toledo will attend the sessions, which promise to make one of the most entertaining, as well as beneficial meetings ever held by the organization.

Safety Director Money of Toledo rejected all bids to furnish 38,200 bushels of oats for the city, and advertised a second time. But one bid, that of the Metamora Elevator Co. was submitted, at 36.6 cents per bushel. The second attempt brought several bids, the lowest of which was that of Fred Adams, at 36.75 cents per bushel.

The Lucas County Agricultural School will be held at Maumee, O., on November 21-25. It will be under the supervision of six instructors from the Ohio State University. The following officers have been chosen for the year: President W. B. Woods; vice-president, F. A. Graham; secretary and treasurer, K. W. Fuller.

The Northwestern Elevator and Milling Co. has started suit in the common pleas court against the Ohio Electric Railway Co. to recover damages amounting to \$872.56. A team belonging to plaintiff was struck by defendant's car, killing one of the horses and demolishing the wagon. Negligence in permitting the crossing to be obstructed is alleged.

The first consignment to be handled by the new marine leg of the East Side Elevator Co. comprised 85,000 bushels of flaxseed for use of the American Linseed Oil Co. The new leg performed its work in splendid shape and the owners are highly elated over the results. It has a capacity of 12,000 bushels an hour, and when it gets its stride it is thought this can be increased to perhaps 15,000 bushels.

The Northwestern Ohio Grain Dealers' Association has been disbanded. It was organized but a few months ago ostensibly for the purpose of promoting a feeling of friendship and co-operation among the owners of elevators in this section. This large number of elevators and their close proximity had brought about a condition that is said to have ruined the profits of the business and the promoters of the organization had hoped to remedy some of the evils attendant upon these conditions. A number of Toledo grain men were members of the new association. Plans did not materialize as expected, however; and when dealers outside the organization made charges of improper motives and threatened to make trouble, it was decided at the Lima meeting last week to disband the organization altogether.

SETTLING IN FULL.

In connection with the recent burning of the Turner-Hudnut Elevator at Pekin, Illinois, the following story is told:

The Turner-Hudnut Co.'s elevator, burned to the ground Sunday, October 23, and with it a house full of grain, consisting of corn, wheat and oats, a goodly amount of which was held in storage for customers. Last Monday while Commodore Wallace was in Pekin a customer who had a large quantity of wheat in store there came to the office and said:

"You had a bad fire here."

"Yes," remarked the bookkeeper, "about everything burned."

"My wheat is all burned, too," remarked the customer.

"Yes," was the reply.

"What are you going to do about it," said the farmer.

"Pay for it," was the reply.

"How much?" was the next inquiry.

"Market price," the response.

"When?" again interposed the customer.

"Any time you want it," said the bookkeeper, who then asked if he should write a check for it now.

"No," said the farmer; "it's all right—I don't need the money just now, and as long as it's marked sold, I'll just wait until I do need it."

The threatened danger of a grain hockade in the congested elevators of the Harbor Commissioner and the G. T. R. has been averted by an outward movement and new grain is now coming in.

COMMISSION

The Boston Hay & Grain Co. has been incorporated; capital \$10,000.

A. W. Thompson & Co., Indianapolis, has established a branch at Evansville, Ind.

The B. C. Christopher Grain Co., of Kansas City, Mo., has closed its office at Wichita, Kan.

The failure of Whitman Bros. on the New York Produce Exchange was announced the latter part of October.

The Gillette Grain Co., of Nashville, Tenn., has been incorporated with a capital stock of \$10,000 by T. E. Gillette, Jr., and W. P. Bearden.

W. R. McQuillan of McQuillan & Co., Cincinnati, Ohio, was suspended from the Cincinnati Chamber of Commerce on November 7 for six months on a charge of uncommercial conduct.

The Lyman Grain Company has been incorporated at Milwaukee, Wis., with a capital stock of \$5,000. The incorporators are Irving C. Lyman, David A. Edgar, and Fred Luling.

The Denton Kuhn Grain Co. has been incorporated at Kansas City, Mo., with a capital stock of \$15,000. The incorporators are Oliver Denton, W. B. Kuhn, A. F. Denton and others.

Goodman, of Clement, Curtis & Co., has again demonstrated his ability to steer pretty close to the Government figures, his corn estimate of November 2 being 3,168,000,000 bus., against the Government's 3,121,381,000 bus. on November 9.

Shepherdson & Co. have removed their main offices from Sioux City, Iowa, to Omaha, Neb. Mark T. Shepherdson remains at the head of the business. The office at Sioux City will be retained as a branch of the main office.

Mrs. A. W. Clark has succeeded Fred D. Ymook as manager of the A. W. Clark Grain Co. at Wichita, Kan. The business is being continued as formerly in a very successful manner under Mrs. Clark's management.

Joseph Costello, who has been for years associated with the Union Grain and Hay Company of Cincinnati, Ohio, has resigned his position with the firm and will go to Los Angeles, Cal., in December for the winter.

Geo. Pearson, junior member of the firm of Thompson & Co., of Indianapolis, Ind., has opened a branch office in the Furniture Exchange Building at Evansville, Ind. A general business will be done in grain and provisions and stocks and bonds.

The Fitzgerald Brothers Company has been incorporated at Cincinnati, Ohio, to deal in hay and grain. The incorporators are E. Fitzgerald, Irwin Cotterman, S. Fitzgerald, V. V. Brumbaugh, Harry E. Street. The company is capitalized at \$5,000.

Callaway, Fish & Co. have taken over the office formerly occupied by Shearson, Hammill & Co. in the Hudson Terminal Building, 30 Church Street, New York City, and will conduct a general commission business in grain, cotton, stocks and bonds.

The Hart Grain Co. was established November 1 at Detroit, Mich., to carry on a general grain business. W. H. Hart, president and general manager, has had many years' experience in the grain business, having been formerly associated with Bottsford & Barrett at Detroit.

The firm of S. W. Yantis & Co. was organized on November 1 at Chicago to carry on a general receiving business in grain. The head of the firm, Mr. S. W. Yantis, has had twenty-five years' experience in the grain business in the East and West and is well and favorably known in all terminal markets. Offices are at 253 La Salle St.

The firms of Sumner, Crosby & Son and W. S. Leavitt & Co., doing a general grain and hay business at Boston, Mass., have consolidated under the name of Sumner, Crosby & Son, Inc. The new firm is organized under the state laws of Massachusetts with a paid in capital of \$50,000. William S. Crosby is president, Albert F. Conley, vice-president, and William B. Leavitt, treasurer.

Jos. Stewart of Mizo, Miss., is credited with a yield of 489 bus. of corn on five acres, or 97.8 bus. per acre; three growers in Madison County, Miss., contesting for a fertilizer company's prize, proved up 140, 108 and 98 bus. per acre respectively; in a contest at Americus, Ga., yields of 121, 100 and 85 bus. per acre were shown.

Advices from Fort William and Port Arthur are to the effect that farmers in the Northwest are holding their wheat for higher prices, and it looks as though the elevators at the head of the lakes would be filled to the brim when the season of navigation closes. Although more than a month of the shipping season has gone by, the percentage of grain going out has been small.

THE EXCHANGES

Chas. Rubins has been made chairman of the committee on information of the New York Produce Exchange.

The Milwaukee Chamber of Commerce by ballot rejected a proposition to increase the commissions on cash transactions.

The Wichita Grain Exchange, having taken the private wire service of Logan & Bryan, is now receiving their quotations.

H. W. De Vore succeeds W. W. Cummings as second vice-president of the Toledo Produce Exchange, Mr. Cummings having resigned to become a banker.

Mr. Holmquist, W. J. Hynes and Sherman Saunders have been elected directors of the Omaha Grain Exchange.

The members of the Buffalo Corn Exchange were recently entertained at supper at the Ellicott Club by Nesbit Grammer, manager of the Iron Elevator and Transfer Co.

A movement has been started at Chicago to increase commission rates to \$5 per 5,000 bus. to members and \$10 to non-members, instead of \$3.12½ and \$6.25, as at present.

Special Ass't Att'y-Gen. E. G. Godman was in Milwaukee in October investigating the charge of discrimination by the Chicago Board of Trade against the Milwaukee Chamber of Commerce.

Thomas Kerr has been appointed chairman of the Grain Standards Commission for Portland by the Grain Standards Committee of the Chamber of Commerce. He will have eight deputies, four in each of the cities of Portland and Tacoma.

The cash grain "call" now includes bids and offers of new corn, "cool and sweet," Chicago terms, track Chicago and selling proportionally for 20 days' shipment. On contract, cool and sweet, Chicago "call" terms, the seller will be entitled to the prevailing market premium on corn grading No. 3 or higher. In explanation to the inquiries the chairman of the call committee has stated that it is not obligatory on the buyer to accept No. 3 or higher grades on contracts "cool and sweet."

The Att'y-Gen. of Kansas has published an opinion modifying very slightly and uselessly his position on the bucket-shop law of Kansas as applicable to regular Board of Trade firms of Kansas City, Mo., and elsewhere, which operate private wires. He says: "They [the latter] may maintain a private wire with other boards of trade for market quotations. The boards must not make any trades contemplating delivery in the future where it is intended that there should be no actual delivery. Must not make trades or permit members of the board to make trades on boards of trade in other states. Where trades are made and parties are allowed to settle upon the basis of market quotations or according to the differences in the market, and without the actual delivery of the goods will be taken as conclusive evidence of a violation of the law. The permission to make trades on slight margins or the payment of small sums as margin will be considered as evidence that the traders do not intend to make an actual delivery of the goods purchased. Cash transactions for future delivery, made by the actual delivery of bills of lading, will be permitted."

CHANGES IN EXCHANGE MEMBERSHIPS.

Chicago.—Sec'y Geo. F. Stone reports the following changes in the membership of the Chicago Board of Trade made during October: New members—Walter P. Saunders, Edwin G. McMackin, Henry Crossman, James E. Weller. Withdrawals—Henry R. Boomer, Allen D. Wood, Perry F. Voorhees, Edw. T. Wood.

Cincinnati.—Supt. C. B. Murray reports the following new members of the Cincinnati Chamber of Commerce elected on November 1: Rudolph A. Seelmeyer of Seelmeyer-Fox Grain Co., hay, grain and feed, 1521-27 Eastern Ave.; J. U. Manischewitz of the Matzos Baking, 834-838 W. Sixth St.; John E. Sullivan of J. J. Sullivan & Co., funeral directors, 421 Central Ave.

Duluth.—Sec'y Chas. F. Macdonald reports that M. T. Shepherdson of Sioux City has withdrawn as a member of the Duluth Board of Trade.

Milwaukee.—Sec'y H. A. Plumb reports the following changes in the membership of the Milwaukee Chamber of Commerce, made during October: New members—August Paulsen, M. J. Mitzenheim, S. F. Mayer, Andrew J. Pick and R. H. Haertel. Transferred memberships—Andrew Pick, deceased, and Geo. D. W. Mandeville.

New Orleans.—Sec'y H. S. Herring reports that while the Board of Trade secured fourteen new members during the month of September, the only one interested in grain is the Langenberg Hay and Grain Company, C. S. Leach, Jr., manager.

San Francisco.—Sec'y T. C. Friedlander reports the following changes made in the membership of the San Francisco Merchants' Exchange during the month of September, 1910: Jas. C. Johnston, with

the Insurance Company of North America, to succeed Jas. D. Bailey, and J. B. Chase, with the Sperry Flour Co., to succeed Ward M. Smith.

PRESIDENT PIPER OF MINNEAPOLIS.

Geo. F. Piper, who at the recent annual election, was chosen President of the Minneapolis Chamber of Commerce, is the head of the firm of Piper & Co., and is internationally known in connection with the flaxseed and linseed oil trade. A self-made man, he began in an humble way, some thirty years ago, in linseed oil milling at Mankato. He was then about twenty-three years old; and his position in the mill was that of "all around man." In a comparatively short time he became part owner and manager of the Mankato Linseed Co., and when his interest was sold out by him in 1890 he received a fortune for his holdings.

Financial reverses, due to the generous, but never wise, loaning of his credit to friends, sent him to Minneapolis, where he again entered the linseed oil trade in connection with the Douglasses of Cedar Rapids. His and their success in this venture was immediate and great; and in 1899 the plant was sold at a handsome profit to the American Linseed Co.

At the present moment Mr. Piper is the head of the firm of Piper & Co., known in the flaxseed trade



GEORGE F. PIPER.

in the United States and Europe; also of the stock brokerage and bond firm of Piper, Johnson & Case, of the New York Stock Exchange; member of the Boston Copper and other exchanges; treasurer and director of the Midland Linseed Oil Co., one of the largest in this country; director of the Giroux Mining Co.; and is identified with various other Minneapolis interests and business corporations.

Prior to his election to be president, Mr. Piper had served for about ten years as vice-president and had refused heretofore to become a presidential candidate. This year he was elected without opposition and without a single objection. During the period of his vice-presidency, he served as chairman of the committee that planned, financed and built the Chamber of Commerce Building and also the Annex, erected later.

He is looked upon as one of the ablest and most exemplary business men in the Northwest.

PITTSBURG EXCHANGE BANQUET.

The Pittsburg Grain and Flour Exchange entertained the grain and hay dealers of western Pennsylvania at a "Business Men's Dinner" at the Fort Pitt Hotel on the evening of October 27. This was the fifth annual function of this kind given by the Exchange.

D. G. Stewart, a former president of the Exchange, was toastmaster; and with the coffee and cigars, introduced Maurice Niezer of Fort Wayne, Ind., former president of the National Hay Association, as the first speaker, who among other things said that Pittsburg dealers, although they work under some of the most adverse conditions to be met with in any city in the country, are among the most enterprising and honest men in the business.

Harry Morgan, a veteran of Pittsburg's grain and flour business, was the next speaker. He gave a resume of the growth of the business in Pittsburg and its environs, and predicted a great fu-

ture for the Exchange. He stated that among the great needs of the dealers at the Pittsburg terminal is a large hay shed.

The "underlined" speaker of the occasion was Congressman Burke, who in part said:

"In these days of political excitement when prejudice runs high, it is a pleasure to meet a body of men whose daily business transactions bring home to them the fact that the fundamental law of supply and demand is the paramount factor in fixing the prices of the necessities of life. The professional pessimist who sees good in nothing is never happier than when he is blaming his neighbor for every rainy day. He is never so happy as when whistling 'down brakes' on the wheels of progress or turning back the hands on the dial of time.

"The Grain and Flour Exchange is a body of energetic, progressive American business men belonging, no doubt, to all political parties. Standing as you do at the very outposts of business, you can see coming the inevitable rise and fall in prices that spring from economic conditions and for which political parties are in no way responsible, except insofar as they aid in furnishing a market for other men's products. As a member of Congress I am always anxious to ascertain the cause of the rise and fall in prices.

"From conferences with some of your members I can see an inevitable fall in prices soon owing to the enormous crops. The bumper crops of corn, oats and wheat will make living cheaper."

He then proceeded to show that the tariff had nothing to do with either high or low prices.

WHAT PITTSBURG IS DOING.

Apropos this occasion, we quote from the Pittsburg Grain and Hay Reporter, reporting the Exchange's prices, etc., the following:

"Within the last decade the hay and grain business of Pittsburg has assumed huge proportions, partly on account of its natural advantageous location, but principally on account of its progressive dealers.

"When the hay and grain dealers of Pittsburg awoke to the fact that they and they alone, by right of the geographical location of their market, should supply all the vast territory of the great state of Pennsylvania and also West Virginia, from that moment an individual business campaign has been pushed with untiring and sleepless energy.

"It required but a short period of time to convince the sought-for trade, that they were in close proximity to a hay and grain market which deserved their patronage. For some time past the dealers have been enjoying the fruits of their untiring efforts, as the [shipping] trade generally has not been slow to recognize the sterling qualities predominating among them, and confidences in business transactions have resulted in the growth of business for the majority of dealers. They have done great things and will do greater things.

"The Grain and Flour Exchange, through its efficient railroad committee, has been a potent factor towards securing concessions from the railroads, which each year are compelled to take cognizance of the ever-increasing growth of the grain and hay business. Within the last few years the railroads have been compelled to double their yard capacity to properly handle the increasing arrivals which are necessary to supply the constant demand from local and interior points.

"At Pittsburg is a market having all facilities necessary for receiving and shipping grain and hay; where it is officially and also personally inspected by receivers; and then sold on its merits and intelligently distributed to local and interior points.

"Regular shippers to the Pittsburg market are always impressed with the liberal trading policies of receivers. This is the gateway to the East for the grain trade of Ohio, Indiana, Michigan and Illinois, and there exists here the demand and the energy that has made Pittsburg famous and the final means to accomplish the end."

FLAX GROWING IN AUSTRALIA.

Consul John F. Jewell of Melbourne reports that the flax yield of the state of Victoria for the past season is estimated at 1,800 tons, or double the quantity produced for the previous season. The renewed attention being given by farmers to this industry is largely due to the bonus offered by the Commonwealth government, amounting to 10 per cent on the combined value. The seed amounts, he reports, to about 18 bus. per acre, worth \$1.82 to \$1.94 per bu., while the yield of 1½ tons of fiber is worth \$20 to \$25 per ton. The fiber is used for rope and line making, although in Victoria there is some effort being made to develop the linen industry.

At St. Louis, according to report of Weighmaster John Dower of the Merchants' Exchange, there were in September of the cars of grain recorded 366 that were found leaking at the doors; 34 leaking over the door; 1,976 leaking at the boxes; 26 at the end windows; 535 not sealed; 106 with end windows not sealed; and 60 with end window open.

ASSOCIATIONS

A local grain dealers' association was recently organized at Sheldon, Ill., with R. N. Wilkinson of Wolcott as president and O. G. Smith, sec'y.

Sec'y G. J. Gibbs reports that the Spencer Taylor Grain Co., of Van Alstyne, has been elected to membership in the Texas Association.

The broom corn growers of Oklahoma recently organized an association at Buffalo. G. A. Gleck was named as president; E. L. Neal, recording sec'y, and A. E. Mallory, corresponding secretary.

Sec'y Strong of the Illinois Association has attended recent local meetings at Danville, Decatur, Tuscola and Terre Haute, and found that dealers are slow to handle new corn, although they are now about ready.

Copies of the Trade Rules as revised are ready for distribution by Sec'y Courcier of the National Association, Toledo, O., who will supply copies also of the address on the Railroad Law by J. C. Lincoln and the report on Telegraph and Telephone Service, by Edward Beatty.

The Board of Directors of the National Hay Association in session at Auburn, New York, on October 29th, decided to hold the Eighteenth annual convention of that Association at Niagara Falls, New York, on July 25, 26, 27 next, with headquarters at International Hotel.

The Northwestern Ohio Hay and Grain Dealers' Association has elected the following officers for the coming year: President, W. T. Dalby, Delphos; vice-president, H. Eichenberry, Van Wert; secretary, T. P. Riddle, Ft. Wayne; treasurer, H. G. Pollock, Middle Point; executive board, W. T. Dalby, T. P. Riddle and A. H. Raabe, Ft. Jennings.

The Northeastern Hay and Grain Producers' and Shippers' Association had a meeting and banquet at Fort Wayne, Ind., on November 4 to discuss corn. H. H. Beam, of Bluffton, president, acted as toastmaster. It was the general opinion that new corn is unfit to handle and that it will not be a safe proposition until it has been better cured and freed of considerable of its moisture.

The grain dealers of Sioux Falls, S. D., are considering a plan to organize a local association to look after transportation matters and generally to promote the grain business of the city. Six firms are in business there, to-wit, the George W. Stegner Grain Company, E. E. Mills, J. B. Schier, J. W. Walters & Son, Larkin & Metcalf and the W. A. Mills Grain Company. The combined elevator capacity of these firms at the present time is 150,000 bushels.

MR. RILEY SOLICITING MEMBERS.

Secretary John F. Courcier of the Grain Dealers' National Association in a circular to the grain trade says:

"Based on the unprecedented growth of the Association the past year, it has been agreed that the handling of all questions of a general character affecting the grain trade can be done most economically, first, by acknowledging the Grain Dealers' National Association as the logical central organization; and, secondly, by bringing into its membership eligible grain dealers.

"In furtherance of both of these propositions, the board of directors has employed Charles B. Riley, former secretary of the Indiana Grain Dealers' Association and later secretary of the Railroad Commission of Indiana, to devote his entire time to calling on eligible non-members for the purpose of presenting the advantages of the association and increasing the membership."

THE ALFALFA MILLERS.

The Alfalfa Millers' National Association convention was held at Kansas City on October 21 and 22, with about forty representatives present.

The condition of the industry during the year was outlined in an address by J. W. Anderson, who, among other things said:

"We have had almost a year of declining prices for corn and oats, while hay prices have remained firm. While the cost of alfalfa meal must be based on the cost of the hay, when the meal is placed upon the market it must meet with the competition of relatively low-priced grain. Alfalfa mills have been a potent factor in advancing the price obtained by the farmer for the hay, and he seems to persist in demanding all of the benefits incidental to the milling industry, while the miller has been unable to boost the price of meal in keeping with that of the hay. The miller's success must depend largely on his ability to buy hay at a reasonable price. There is every indication that he will be able to do this during the winter months, as the price of hay must in time adjust itself to grain values. The farmer is going to find out this season that there is no general shortage of alfalfa and he is also learning that the miller prefers to close his plant unless he can operate at a profit."

The following amendment to the By-Laws was adopted without objection:

"That the annual dues for membership in this association, for active and associate members, be \$5 per annum, payable in advance; for advertising and other expenses an additional assessment of one cent per ton actual mill grind be made against all active members."

James N. Russell, of Kansas City, speaking of the troubles of the broker, among other things, said dealing with both the miller and the broker and dealer farther east or south, he sometimes has troubles at both ends. He had been unable, he said, to trade under the grading and inspection rules of the Association, but found it necessary to deal entirely by sample. Green meal is the only kind for which there was a steady demand, and his efforts to introduce the use of the brown quality among his trade had met with complete failure. The buyer did not inquire about the protein value of the meal; he persisted in paying two or three dollars per ton for the green color.

The following officers were elected: Bryan Haywood, Lamar, Colo., president; F. M. Wilson, Lamar, Colo., first vice-president; J. E. Miller, Arapaho, Okla., second vice-president; W. P. Bunyan, Fowler, Kans., third vice-president; S. P. Stryker, fourth vice-president, and Chas. W. Wright, Kansas City, secretary-treasurer.

ABOUT THE MOISTURE TEST.

A delegation of the Illinois Grain Dealers' Association on October 27 at Chicago renewed before the Illinois Railroad and Warehouse Commission the petition of last winter for a modification of the corn inspection rule. The petition of October 27 was as follows:

Your petitioners, the Illinois Grain Dealers' Association, beg to represent unto your Honorable Body that a hearing was had before this Commission on the 24th day of February last; and ask that the record of a Joint Conference between a committee of seven members from the Illinois Grain Dealers' Association and the Grain Committee of the Chicago Board of Trade, a copy of which was filed with the Commission, be made reference to as a part of the hearing of today.

The resolution offered on the part of the Association at the Joint Conference, to-wit, "That the Railroad and Warehouse Commission authorize the Chief of Inspection of Grain, that the moisture test of corn was not to be considered or used as the sole determining factor in fixing the grade, and that a grade once established be not changed by reason of any test for moisture, made subsequently to the original inspection,"—is hereby re-offered.

Your petitioners pray that the Inspection Department be instructed to take into account all the elements or factors of the grain in determining the grade, to the end that a fair and just grading may be had.

Your petitioners beg to submit that while there has been to some extent an adoption of what is known as Uniform Grade Rules by a number of the exchanges of the country, they also beg to call to your attention the fact that in the application of the said Uniform Grade Rules there is almost as much variation as there was originally in the rules of the different exchanges.

Your petitioners beg to say that your Honorable Commission was created by the people of Illinois by enactment of statute for the purpose of being arbiters between seller and buyer in the state of Illinois; and that to you, as representing the whole people of the state, is committed the duty of adopting rules for the inspection of grain throughout the state.

Your petitioners ask simply in the inspection of corn, that when the inspector, after making due examination, fixes a grade, said grade shall so stand unless changed under the rules for appeal; and that if the inspector believes a car, or sample of corn, is three corn, commercially worth the value of three corn, he shall so grade it, and such grading shall so stand.

Your petitioners beg to submit from Table XVI, of the United States Department of Agriculture, on the "relative worth of grain on a dry matter basis," as showing to what iniquitous discounts the sellers of corn in Chicago were compelled to submit during last winter. This table shows the relative values as follows:

Between No. 2, 16% moisture, and No. 3, 19% moisture, at 52.5c per bu. the difference would be 1.87c per bu.; at 52.46c per bu., 1.91c; at 54.41c per bu., 1.91c; at 55.36c per bu., 1.97c; at 56.32c per bu., 2.01c.

Between No. 3, 19% moisture, and No. 4, 22% moisture, at 50.63c per bu., the difference would be 1.88c per bu.; at 51.55c, 1.91c; at 52.46c, 1.94c; at 53.39c, 1.86c; at 54.31c, 2.01c per bu.

Is it not possible that, through the influence of the Commission, some agreement may be had with the Chicago Board of Trade for determining the discounts to be made on grain failing to grade contract, similar to those regulations adopted and in force in other markets?

Your petitioners beg to show that very nearly all the corn sold in the Chicago market is sold by sample, and that when corn is graded below its real commercial value, that that fact militates against the seller in the market and is taken advantage of to the great damage and injury of the seller.

The Commissioners on November 10 consented to modify their Rule 5 on corn governing the inspection of No. 3 corn only, so that in no case shall the variation in the moisture test exceed one-quarter of 1 per cent above 19 per cent. In other words, the limit is 19.25 per cent.

The desire of the grain men was to have the inspectors use discretion in grading corn, so that where the corn is exceptionally good but contains more moisture than prescribed by the rules, the inspectors should use their judgment.

The Commissioners also sustained the inspection department in its grading of oats containing 5 per cent or more of wild oats, giving them the sample grade, which practice is to continue. As one of the commissioners put it: "The wild oats are worthless, and to give them a grade would be aiding and abetting a fraud."

DELAYED REINSPECTION.

The following record of a typical case of injury done to shippers by delays in reinspection and the acute necessity for reform that exists in markets that permit such practices, is from the official bulletin of Sec'y Wells of the Western Grain Dealers' Association:

An Iowa shipper consigned a car of corn to Omaha where it was inspected April 27, 1910, "Four (4) yellow badly damaged and soft," and was sold on the basis of such inspection, and was reported to the shipper by the commission firm to whom the corn was consigned by letter dated April 27, 1910, as follows:

"Gentlemen: Your car No. inspected No. 4 corn soft and damaged and we sold this car at 54 cents track Council Bluffs."

Finally, on September 12, 1910, the shipper received the following letter with account of sales:

"Gentlemen: After a long drawn out delay, we are mailing you account sale for car No. This car originally inspected No. 4 yellow corn, but when it reached the elevator of the party to whom we had sold it, was reinspected no grade corn, heating in one end. The parties to whom we sold this car agreed to unload it at a reasonable discount, so we told them to go ahead and do so. When the discount was applied they made it 14 cents per bushel, which you will note by the attached Price Current was the average quoted difference between no grade and No. 4 yellow corn on the date the sale was made. We have contended all the time that on account of the way the car was reinspected, namely; one end heating and one end No. 4 yellow, we were entitled to have this discount cut in two, simply discounting one-half of the car. The president of the Omaha Grain Exchange says that the inspection should have been made either no grade or No. 4 yellow, as there was no bulk-head in the car, and it was impossible to tell how much No. 4 and how much no grade there was in the car.

"This car was originally sold to the and under the rules of the exchange, they were entitled to apply that large a discount, if they wished. We tried to get what we considered a fair settlement with them, but were unable to do so. There is no doubt but that this discount is exorbitant, but we have been unable to effect any better settlement."

Delayed reinspection at terminal markets is unfair to the shipper. Grain exchanges or board of trade rules should be on an equitable basis and the line should be clearly drawn as to where the shippers' responsibility ends.

In this case the buyer was well aware that the corn was "badly damaged and soft" and that deterioration in quality was certain to occur. The car was reinspected at the request of the buyer on May 4, 1910, when placed at the elevator for unloading, and the reinspection certificate reads "No grade corn, heating north end, No. 4 yellow south end." The buyer demanded and obtained a settlement at 14 cents discount, amounting to \$86.50 on the sale.

You will note that the commission firm state in their letter that they tried to get what they considered a fair settlement, but were unable to do so.

We insist that the rules of the exchange should give the shipper protection in such a case as this. The country grain dealer is governed in buying grain from the farmers by the price at which his grain sells for and also adopts the basis of grading as reported to him on sales by his commission firm.

The shipper, in this case, had good reason to suppose that corn of that quality was worth on basis of the market value at Omaha, April 27, 1910, 54 cents per bushel, No. 2 yellow selling at 57½ to 57¾ per bushel, and he undoubtedly bought on that basis from the farmers when he received such advice from his commission firm.

COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL.B., of the Chicago Bar.]

Notice Required to Make Carriers Liable for Loaded Cars.

Where a car had been placed at a broom corn platform erected by a railway company on the side of one of its side tracks for the purpose of enabling shippers to conveniently and easily load the cars with broom corn, and the car loaded and the next night destroyed by fire, the Supreme Court of Oklahoma holds (*Kansas City, Mexico & Orient Railway Co. vs. Cox*, 108 Pacific Reporter, 380) that as the agent of the railway company has not been notified that the car was loaded, nor given any information as to the destination of the car or the name of the consignee, the company was not liable as carrier but as warehouseman only, and was liable only for failure to exercise ordinary care.

The court holds that the mere fact that the owner of goods has loaded them in a car for shipment, even though the carrier, by the owner's direction, has placed the car in a position convenient for such purpose, will not of itself be sufficient to make the carrier an insurer of the goods loaded. Before the delivery will be deemed complete, the owner must not only have relinquished his control over the car, but notice that it is ready for shipment must be given to the carrier. The strict rules making the carrier an insurer of freight have no application where the relation of the parties is not that of carrier and consignee or owner; and in such cases the carrier is liable only for losses resulting from its own negligence.

Constitutionality of Inspection Laws.

The object of the case of *Puget Sound Warehouse Co. vs. Northern Pacific Railway Co.* (108 Pacific Reporter, 955) was to test the constitutionality of the grain inspection law of the state of Washington, as amended by the statute of 1909, in so far as it relates to shipments by and consigned to the owner of grain or other warehouse products referred to in the act.

The Puget Sound Warehouse Company was the owner of one carload, 310 sacks of wheat at Creston, Wash., which it loaded upon a car belonging to the Northern Pacific Railway Company for shipment to Tacoma, Wash. The wheat was consigned by the owner, the warehouse company, to itself, and not for storage in any public warehouse. The wheat was not sold or offered for sale. Upon receipt of the car at Tacoma the freight charges were tendered by the owner and delivery of the wheat demanded. This was refused by the Railway Company; whereupon this action was brought to recover possession of the grain.

The Railway Company defending admitted all the material facts, but set up as a legal defense that under the provisions of Chap. 137 of the Laws of 1909 the Railroad Commission of Washington had fixed a fee of 75 cents for the inspection and weighing of each carload of grain received in Tacoma over the line of the defendant's road, and required the defendant to pay such fee and treat the same as advance charges; and that the only reason why the defendant refused to deliver the car of grain was because the plaintiff declined to pay said inspection fee of 75 cents. The conclusions of the Supreme Court of Washington are:

(1) That the grain inspection law is not broad enough to cover inspection of grain shipped by an owner to himself, there being nothing in the record to indicate that it is to be stored in a public warehouse.

(2) That if it were so, a tax upon such shipment could not be sustained by reference to the police power of the state.

That the state has a right to pass inspection laws the court says cannot be doubted; but in all such cases the power must be referable, in some degree at least, to some recognized subject of police control. Although the state may act arbitrarily in a proper case and its act will be upheld, it cannot do so without reason.

The act in question so plainly carries its own meaning and construction that it would seem to be sufficient to rest judgment upon its title: "An Act for the regulation of public warehouses, relating to the shipping, grading, inspection and weighing of grain and hay, defining the duties of railroads, warehousemen and millers in relation thereto, providing penalties," etc. Like the act of 1895, it was clearly designed to protect the owner or shipper of grain from the frauds practiced by public warehousemen in returning false weights and grades. The whole tenor of the act, as well as every express declaration, is aimed at the regulation and the protection of the public from the impositions of the warehousemen. Section 9 of the Act refers to the charges made by any public warehousemen, providing that they shall be just, fair, and reasonable. Sections 10, 11, 12, 17, 18, 19, 20, 21 and 30 refer in terms to

public warehouses or warehousemen and do not even inferentially refer to shipments made by an owner which are consigned to himself. There is nothing in the law, nor, indeed, is it so contended, except as it may appear inferentially, to sustain the theory that the state has the right to impose a tax for inspecting grain in the possession of the owner and which may never be stored or offered for sale.

Nor could such an act be sustained by reference to the police power of the state. The public can have no possible interest in the character or quality of the grain shipped by an owner from one station in the state of Washington to another, although it be one of the points designated for inspection. Neither is there anything in the character of the shipment calling for the exercise of this extraordinary power. Grain is not in itself dangerous to handle; it is not perishable so as to become, under ordinary conditions, unfit for food; it is not explosive; it does not carry or breed disease; its shipment or use does not tend in any degree to incite a breach of the peace, lower the moral standards, or encourage crime.

It was said in *State ex inf. Hadley v. Goffe*, 192 Mo. 670, that, without some protection one who ships his grain to a public warehouse would be at the mercy of those who handle it and would in the ordinary course of business have no convenient or adequate means of verifying the classification and weight of his grain. But the court cannot assume that an owner who ships and consigns his grain to himself needs any protection or will be guilty of a fraud against himself. The design of the law is to protect an owner against the acts of third parties.

ARBITRATION DECISIONS.

The following decision in an arbitration case is kindly furnished by Sec'y Courcier of the Grain Dealers' National Association:

Pendleton Grain Co., St. Louis, Mo., Plaintiff vs. S. Zorn & Co., Louisville, Ky., Defendant.—Before the arbitration committee of the Grain Dealers' National Association: Charles C. Miles, chairman; E. M. Wasmuth and E. A. Grubbs.

Plaintiff in his pleadings avers that on January 17th, 1910, he sold to defendant 15,000 bushels No. 3 corn at 65c. f. o. b. East St. Louis, on East St. Louis official inspection and Louisville official weights; usual terms; shipment within fifteen days. He states that shipment was made within contract time, and that defendant refused to accept the last five cars, containing 5,053 bus. 42 lbs., and that by reason of his non-acceptance he was forced to make other disposition of the part refused, entailing a loss of \$217.48. The contentions of plaintiff are supported by evidence which is not disputed.

The defendant, however, claims in his pleadings, which are also supported by evidence, that on the date of contract on which plaintiff makes his claim, he also bought of plaintiff ten cars No. 3 corn at 66 cents f. o. b. East St. Louis, and confirmed the transaction to plaintiff as 10,000 bushels. The plaintiff confirmed to defendant ten cars (no reference to quantity). Subsequent correspondence shows that defendant expected to receive on this contract 10,000 bushels and plaintiff expected to ship ten cars. He states in his letter to defendant: "The ten-car lot will contain somewhere around 10,000 bushels, probably a little more or perhaps a little less." Evidence does not reveal any further understanding as to quantity.

The plaintiff pleads that the latter specified contract has nothing to do with the former, for the reason that defendant made no objection to invoices and paid his drafts against shipments to fill the ten-car contract; and because of so doing he had accepted the contents of the ten cars to fill the ten-car sale, thus leaving him free to ship 15,000 bushels on the sale for that quantity.

The arbitrators agree that the two contracts must necessarily be considered together, and the findings are made on this basis.

Papers submitted show that the plaintiff, to fill the ten-car sale, shipped ten cars containing, according to East St. Louis weights, 15,195 bushels, and later shipped to fill the 15,000-bushel sale about 15,000 bushels.

It is decided, to begin with, that the contract for ten cars was, according to defendant's understanding, limited to 10,000 bushels, and that plaintiff's understanding was "about 10,000 bushels." In view of the fact that plaintiff shipped to fill this contract 15,195 bushels, the arbitrators must fix the quantity at 10,000 bushels. The terms of contract provided that Louisville weights were to be accepted as final; therefore, the exact amount contained in the ten cars shipped to fill this contract could not be ascertained until the grain was weighed at Louisville. The plea of plaintiff, that because he invoiced the certain ten cars to apply on the contract at 66 cents, and the further fact that defendant paid his drafts, should stand as an acceptance of 15,195 bushels, is not well taken, and cannot be allowed. It is, in the opinion of the arbitrators, a well-established custom that contracts for grain of a like grade shall be filled

(unless special understanding to the contrary) according to their date, the oldest first, with surplus carried on to the next contract. In this case the most that plaintiff could expect was that so much of the contents of the ten cars as was required to fill the ten-car sale would be applied, and surplus carried to the other contract.

It appears from the evidence that defendant, on receipt of the ten cars corn, shipped to apply on sale of ten cars, applied 10,000 bushels, and carried surplus to sale of 15,000 bushels.

It is also in evidence that when the last five cars were shipped and were invoiced to apply on sale of 15,000 bushels, the defendant observed that plaintiff had overshipped his contract; and on January 29th, when draft was presented for payment, he wired plaintiff: "You have overshipped contracts fifty-one hundred bushels. Cannot use at any price." It is concluded that the defendant proceeded according to custom in the handling and application of shipments to fill the sales in question, and that the claim of plaintiff for loss on account of defendant's refusal to accept more than 25,000 bushels on the two contracts under consideration is not well established and should not be allowed.

The defendant's statement to the effect that there is due him from plaintiff on open account the sum of \$101.71 cannot be verified by the arbitrators, but appears in principle to be correct. The decision of the arbitrators is that plaintiff shall make settlement with defendant without regard to the claim for loss set forth in his pleadings first referred to.

Judgment is accordingly rendered in favor of defendant, costs of arbitration to be paid by plaintiff.

SOME TEXAS DECISIONS.

E. R. & D. C. Kolp, vs. Tom F. Connally.—Claim filed before the arbitration committee of the Texas Grain Dealers' Association by E. R. & D. C. Kolp of Fort Worth, Texas, against Tom F. Connally of Clarendon, Texas, wherein plaintiffs seek to recover the sum of \$78.20, alleged to be due for loss on a car of June corn in ear, shipped by defendant to plaintiffs in the early part of January, 1910. The above claim was originally made against the firm of Sorrelle & Connally, but Mr. Connally, having succeeded the firm, answers as defendant.

The testimony before us shows that plaintiffs purchased from defendant two cars June corn in ear at 60 cts. per bu. f.o.b. Clarendon, Texas, and that said corn was bought on the same basis as were the deals between the parties made in 1908, which provided for shipper's sworn weights and grade guaranteed at destination. The confirmation of both parties stipulate good, sound and dry June corn in ear.

One car, C. K. No. 202648, was shipped. On January 18, 1910, plaintiff wired defendant that the corn could not be shelled and that it was not suitable for seed. Plaintiffs wrote defendant January 18 and January 19, that the corn was soft and damp, and offering to handle same for account of defendant. The defendant refused to take the car off plaintiffs' hands, contending that it was up to the contract as to grade. Thereupon, plaintiffs had the car switched to the elevator of Texas Grain and Elevator Company in Fort Worth and ordered same shelled. Certificates submitted to us show that the corn was graded "tough, damp and damaged." The corn when shelled, produced 32,500 lbs. of shelled corn, and plaintiffs rendered a statement to defendant, charging him with freight, expenses of shelling, etc., and made claim for \$78.20. This claim was based on a price of 73 cts. for the shelled corn.

We find that plaintiff's contention as to condition of the corn is correct, but figure the value of the shelled corn at 77½ cts. delivered Fort Worth, and will revise the claim as follows:

Draft paid.....	\$ 423.72
Freight paid, less 20% allowance for cobs and shucks.....	49.10
Switching charges, \$6.50; shelling expenses, \$20.54	27.04
Two days' demurrage.....	2.00

Total charges.....	\$ 501.86
Cr. By 32,500 lbs. shelled corn @ 77½ cts..	451.22

Balance due E. R. & D. C. Kolp.....\$ 50.64
It is therefore ordered that Tom F. Connally pay promptly to E. R. & D. C. Kolp at Fort Worth, Texas, the sum of \$50.64; and the secretary is directed to return plaintiffs' deposit fee.

J. H. Hollingshead, vs. Wisrodt Grain Co.—Claim filed before the arbitration committee of the Texas Grain Dealers' Association by J. H. Hollingshead of Collinsville, Texas, against Wisrodt Grain Co., of Galveston, Texas, wherein plaintiff alleges that there is due him a balance of \$154.61 on certain shipments of hay consigned to defendant.

From the papers and statements before us, we find that during the months of June and July, 1909, plaintiff shipped to defendant at Galveston, Texas, various cars of Johnson grass hay on consignment.

The plaintiff has not submitted documents to support his claim, but contends for a credit of \$108.35 on two cars of hay consigned, and which contained 33,338 lbs. at \$6.50 per ton. He also contends for one-half the profit of \$1.50 per ton on 61,680 lbs. of hay. Thus it appears that plaintiff's claim really covers about six cars. The defendant files a statement, covering reports on quite a number of shipments, and shows a balance in favor of the plaintiff amounting to \$10.14. Thus the settlement of the difference between the parties is largely a question of auditing.

We have been compelled to rely largely on the account of sales and returns as submitted by the defendant. In nearly all shipments, the weights were below the prescribed minimum. We have revised the statement submitted by the defendant, figuring the freight charges on each car according to the length and capacity as listed in the Railway Equipment Guide, and, applying the minimums prescribed by Railroad Commission of Texas Commodity Tariff No. 2-B, the statement following shows such revision:

No. 1 Amount due Wisrodt Grain Co.....	\$ 63.10	
No. 2 Amount due Wisrodt Grain Co.....	15.22	
No. 3 Amount due Wisrodt Grain Co.....	.36	
No. 4 Amount due Wisrodt Grain Co.....		
No. 5 Figured in No. 1.....		
No. 6 Amount due Hollingshead.....	\$ 13.12	
No. 7 Amount due Hollingshead.....	101.22	
No. 8 Figured in No. 1.....		
No. 12 Amount due Wisrodt Grain Co.....	.61	
Balance due Hollingshead.....	\$ 35.05	
	\$ 114.34	\$ 114.34

It is therefore ordered that Wisrodt Grain Co. promptly pay to J. H. Hollingshead, at Collinsville, Texas, the sum of \$35.05; and the secretary is directed to return the deposit fee of plaintiff.

The following arbitration decisions are kindly supplied by Sec'y. E. J. Gibbs, of the Texas Grain Dealers' Ass'n. The committee rendering the decisions is composed of T. M. Sleeper, A. B. Crouch and Bert K. Smith.

E. R. & D. C. Kolp, vs. Updike Grain Co.—Claim filed before the arbitration committee of the Texas Grain Dealers' Association by E. R. & D. C. Kolp of Fort Worth, Texas, against Updike Grain Co., of Fort Worth, Texas, wherein plaintiffs seek to recover \$327.05, alleged to be due on the failure of defendant to accept 333,000 lbs. of corn on which a market difference of 5½ cts. per bu. is claimed.

From the testimony we find that on Jan. 12, 1910, plaintiff sold to defendant 10,000 bus. 3 or better mixed corn at 78½ cts. per bu.; basis, delivered Texas Group 1 points; destination inspection, Kansas City official weights, shipment within Jan., 1910. The defendant's confirmation specified shipment by terminal elevators. From the statements of plaintiffs and defendant, it appears that the parties agreed to have the shipments stopped at Fort Worth for inspection.

From data submitted to us, the plaintiffs tendered to defendant, at different times, invoices covering a little over 20,000 bus. of corn. The defendant paid, at different times, on invoices for 830,000 lbs. of corn. Quite a lot of corn paid for failed to grade No. 3 at Fort Worth, and the plaintiffs repaid the defendant for such corn which failed to grade, amounting to 519,000 lbs., thus leaving 311,000 lbs. actually delivered to the defendant and for which plaintiffs received pay.

The testimony shows that plaintiffs were having considerable trouble to furnish corn of contract grade, and that defendant was urging plaintiffs to furnish corn of contract grade. On February 4, 1910, plaintiffs furnished defendant with the initials and numbers of six cars to be applied on the contract. All these cars save one showed shipment within contract time. One car shipped, February 1, 1910, was refused by defendant because it did not show January shipment. Three of the cars thus tendered graded No. 3 in Fort Worth, and were accepted by defendant. On February 5th plaintiffs invoiced cars A. W. P. 2629 and R. I. 30487, being additional to the six cars invoiced February 4th. These two cars were not shipped from terminal elevators in Kansas City as per stipulation in defendant's confirmation, the certificates showing that they were shipped from the K. C. S. Elevator in Kansas City. Defendant declined by letter dated February 5th to receive these two cars on contract, and notified plaintiffs that they would not accept any more corn, for the reason that the contract time had expired five days ago. On the six cars tendered February 4th, 1910, two cars, C. O. & G. 28143 and C. R. R. & N. J. 36408, failed to grade, while car P. R. R. 7824, having been shipped in February, was refused as stated.

We have carefully considered all the facts and

testimony; and are of opinion that the plaintiffs did not tender the balance of the corn according to the confirmation of defendant, and that defendant had the right, on February 5th, to decline further shipments.

Judgment is therefore rendered in favor of the defendant; and the secretary is directed to return defendant's deposit fee.

IN THE COURTS

Fred Close recently got a verdict of \$23,562 against the Ann Arbor Railroad for the burning of his elevator at Byron, Mich.

J. Z. Dunwoodie was recently arrested at Fletcher, Ariz., for embezzling the funds of the Standard Grain Co. of Columbus, Ohio.

Judge Munger has signed a final discharge in bankruptcy in the case of Elmer J. Kiddle, doing business as the Kiddle Grain Co. of Omaha, Neb.

The Mekinock Farmers' Elevator Co. has filed a suit against the McCarthy Bros. for the recovery of \$308 claimed to be due them for a carload of wheat.

The E. A. Nordstrom Grain Co. of Omaha, Nebr., is suing the Northwestern Railroad for damages suffered by them from delay and shrinkage of a grain shipment.

An involuntary petition in bankruptcy was filed November 5, against the A. G. Crosby Co., a Massachusetts corporation conducting a hay and grain business, by its creditors.

A suit was recently brought by the city of St. Charles, Ill., against the Judd Elevator to put an end to the offensive odor given off by the plant during the process of malting.

Pierre Pion and John B. Pion, doing business as P. Pion & Son, dealers in hay and grain, recently filed a petition in bankruptcy. Their liabilities are \$4,121 and their assets \$520.

The Right Hon. A. J. Balfour, formerly premier of England, has started suit against the Winnipeg Grain Exchange for rendering his building, situated next door, unsafe during the construction of the latter.

A verdict was recently rendered in favor of the defendant, H. Schmidt, who was being sued by the Youngstown Grain & Feed Co. of Youngstown, Ohio, to recover money paid him for poor corn and short weight.

Addison J. Turnkey, alias A. J. Turner, expert accountant, was arrested recently at Ogden, Utah, on a charge of having embezzled \$3,500 from the McDonald Hay & Grain Co. of Salt Lake, Utah, his former employers.

Marion Ely, an employe of the Updike Grain Co. of Omaha, Nebr., has filed suit in the district court against the company for \$5,000 damages for the loss of his foot, which was caused by becoming entangled in a rope attached to one of the car pullers.

The Newmark Grain Co. recently filed a suit against the Merchants National Bank of Los Angeles, Cal., by which it seeks to recover \$13,753, the value of eighty-eight checks which it alleges it deposited with the bank and which it asserts never have been credited to it.

The Omaha Grain Terminals Co. of Omaha, Neb., is bringing a \$25,000 damage suit against the city because of the latter's condemnation proceedings in extending some streets. The property in consideration was vacated by the city in 1904 and turned over to the Grain Terminals Co. and the Burlington, Union Pacific and Omaha & North Platte Railroads.

At a recent meeting of the creditors of Clifford M. Ricketts, the grain dealer of Fisher, Ill., who recently went into bankruptcy, A. G. Sill was appointed custodian. Frank Warner of Chenoa, former owner of the elevator, holds a mortgage on the property. It was found that Mr. Ricketts had liabilities amounting to \$52,000 and practically no assets.

The Corn Products Co. and the Central Grain Co. of Davenport, Iowa, are the defendants in a suit brought by the Chicago, Milwaukee & St. Paul Railroad to recover \$834, the value of a carload of corn of which the plaintiff alleges the Corn Products Co. assumed ownership before a bill of lading was rendered. The railroad company has been forced to secure another carload to replace the one that was misplaced.

The elevator rates at Milwaukee have been increased by C. & N. W. and C. & M. & St. P. roads to 1¼c per bu. for unloading and weighing, except that export grain will be charged ½c. These rates are in lieu of the former flat rate of \$2 per car.

The Russian rye crop of 1910 was 1,182 million bus., the largest on record by 285 million bus. With rye the chief consumptive (bread) cereal in Russia explains the continued free offerings of Russian wheat in European markets, chiefly instrumental in depressing values and causing a limited demand

for the surplus in other countries. In fact, Russia has undersold the world on wheat, and has apparently more to sell, having carried over about 80,000,000 bus. last year from the previous harvest

"A BULLY TIME."

SOME OF THE ZAIM & CO.'S CARTOONS.



THEY DIDN'T HELP THE BULL.

Wheat has been unkind to the bulls this week. Liquidation by holders, and shorts adding to their lines have been the features. The sickest market was after the Government report had been published, which indicates we have wheat to spare for export and foreigners have not been taking it to any extent.—October 15.



THAT FELLOW, "NATURAL REACTION," HELPS THE BULL OCCASIONALLY

And at times the Bear. Best to keep "him" in mind after market has had a steady decline or advance.—October 22.



WILL IT BE OF ANY HELP TO HIM?

Wheat has ruled within a narrow range the past week. Trading in futures light, the bulk of it being for those in the various markets, the outside public apparently looking on. Foreign news mostly "bearish."—October 29.



DOLLAR WHEAT?

Will we see "Dollar Chicago Wheat" again? Many say not on this crop, while others claim he'll be back a little later on. Wheat has made new low records almost every day during the past week. Many bears offering the prayer, "Give us this day our daily break," have been accommodated, and while market is off a whole lot from the high points when crop scares were the fashion, those on the short side don't seem satisfied and talk still low prices.—November 5.

FIELD SEEDS

Bruce, S. D., on October 13, shipped a carload of timothy seed valued at \$5,887.17.

A new seed wheat, known as "Burgoyne's Fife," has been perfected at Johannesburg, South Africa.

Amarillo, Texas, on October 15, shipped a carload of Panhandle alfalfa seed, valued at \$4,358 at Amarillo.

The Henry F. Mitchell Seed Co., Philadelphia, is now located on a new building in Market Street. The new quarters give the company 45,000 square feet of floor space.

The "English Durance Oats" scored 95.5 points out of a possible 100 at the last Brandon fair. The C. P. Ry. has purchased a lot of about 40 bushels for exhibition and for distribution along its line of road.

The Texas Seed House of Reichardt & Schulte Co., at Houston, Texas, has finished a new building in Milam Street. It is 50x100 feet in size, and three stories high, and well equipped in every respect.

"It will not cost the farmer more than ten cents an acre to select out of his wheat bin the plumpest and heaviest kernels for seed," says the Minnesota University Farm Press News. "He will then improve his crop and yield."

The Kherson oat is recommended by the experiment stations for western Kansas and Nebraska as hardy and productive, although giving perhaps smaller yields than some other varieties when conditions are right for the latter.

On September 29 H. E. Mason hauled into Cedar Rapids a matured but moisture laden corn that had been but 80 days from seed to matured corn. It was of the white-cap dent variety. The kernels were a pretty cherry red, with white ends. He imported the seed with the guarantee that it would mature in eighty days, and he said the guarantee was fulfilled. The stand was good and the yield may go as good as sixty bushels to the acre. The corn was not to be used for milling purposes, but for feeding only.

A De Pere (Wis.) newspaper reports in the town of Suamico a most remarkable thing in the corn line, being a freak of seven ears of sweet corn fastened together. There was one ear, around which were six other ears, all full size. The corn was Early Minnesota sweet corn, and *mirabile dictu!* the seed had been sent the grower by a congressman! By a curious coincidence, the same kind of an ear of corn is reported from Centreville, Ala., W. V. Yeager having sent it to the Department of Agriculture, where it arrived on October 18.

The Seed Testing Laboratory at Purdue Experiment Station, LaFayette, Ind., has been reopened for the season. The Laboratory will examine and test seeds, and render a report that will give an accurate estimate of the kinds of weed seed impurities present and the number of seeds of each kind present per pound of seed of the quality sent, adulterations present and amount of each, amount of inert matter present, weed seeds scattered on each square rod of land when seed of a given quality is used, also the per cent of seed of the kind sent that will germinate. The service is free.

The timothy seed market continues strong, with prices the highest in 40 years and with prospects favorable for a further advance. Many country dealers are buying back the seed they sold early in the season and further selling pressure is entirely unlikely. The high prices are the result of the light crop following the dry weather and the work of the army worm. The state entomologist of Minnesota, fearing a repetition of the scourge, advises the plowing up of all timothy fields, where the worm appeared this year. He says it will no doubt destroy the eggs of the worm and prevent its reappearance next year. Shippers should urge farmers to act accordingly.—Somers, Jones & Co., Chicago.

Sweet clover is coming into use in western Nebraska and elsewhere as a nitrogen-making crop. The amount of seed recommended by those who have soon to plant in that state is from 12 to 15 lbs. per acre, where the resultant stand is to be used for hay or pasture. The seed was listed in the catalogue of one Nebraska firm this year at \$9 per bushel; but "we do not venture to guess where it will be next spring," says the Nebraska Farmer. "Certainly if all the seed that is now maturing in waste places all over this country could be saved there would be no reason for so high a price as was quoted this year. The very fact that the plant is treated as a weed in so many places probably accounts for the scarcity of the seed. It would be well to see that sweet clover seed is secured, and not something else, when sweet clover seed is ordered. We know of two men who ordered sweet clover but got something very different in the form of a useless little clover of almost no value at all. Sweet clover seed is listed by almost all seedsmen under various names. Many term it Bokhara

Clover; others call it Bee Clover, while a few give it its right name and designate it as white Melilotus. Inasmuch as sweet clover is a biennial, it lasts but two years without reseeding. In a pasture, therefore, it would be necessary to allow it to reseed itself every second year."

No more remarkable awakening of interest in good seed corn and better culture of the crop has been seen in this country than that reported from Texas, where the Boys' Corn Clubs seem to have practically covered the state. At the October show at Dallas, no less than 110 counties were represented by 942 individual exhibitors. The exhibit shows that the quality of the corn grown in Texas has markedly improved in the past few years.

A. M. Fry, of Lee County, Ia., calls in question rather sharply the doctrine that the "big ear" is the best ear of corn for seed purposes. On the contrary, the saving of a lot of corn for quality as seed includes more than 50 points; evenness of length and diameter of the ears in the lot; the way the ears are filled; the appearance of the germ indicating its vitality; the adherence of the kernel to the ear; and so on. In short, he concludes an article in the "Scientific American," protesting against the mere idea of "bigness" that characterizes so much of the magazine stuff on seed corn, etc., by saying: "No intelligent farmer selects the largest ears of corn in his field either for use as seed or to contest for a prize, but he takes ears that are suitable to the climatic conditions; ears that will ripen in the vicinity, not only this year, but for a succession of years." Prof. Lauderdale also, in his Iowa lectures,

science had any place there, much less that it gave any lead to the world's study. A movement is now on foot to raise a large fund for the perpetual endowment of the station.

A new and secret process of treating seed wheat has been reported from R. J. Sueter's farm, Creeksea Hall, Burnham-on-Crough, England, credited to J. J. Melville. The treatment, which requires three week's time, affects the germ, and is intended to increase its natural vitality—increasing it three-fold, the cable says. The farmer, on whose place experiments were made says the plant appeared above ground in five days after sowing, and the first ears were out in "just eight weeks and three days" from sowing. The owner of the process is quoted by the N. Y. Herald cable service as saying: "I do not think I am unduly sanguine when I say I think that in the future wheat will grow in a manner which can be best described as on 'bushes,' each 'bush' being produced from one seed. I made a test with barley, taking one grain. From that one grain I got 3,300 grains on fifty-four stems. The second year they yielded a bushel. In this way grain sown in the spring will be up in time to be ripened by the summer's sun, and the farmer will not have to wait for the autumn, with its doubtful weather for harvesting. Any seeds can be treated by the process and obtain similar superiority."

SOME KAFFIR.

Our thanks are due J. C. Haines & Co., operators of a mill and elevator at Augusta, Butler County,



A FIELD OF KAFFIR CORN NEAR AUGUSTA, KANSAS.

combated the big ear as the only criterion to go by in the solution of seed corn.

The Forestry Service has used this season over ten tons of tree seed in various parts of the country, mostly jack and yellow pine. The Service operates also 24 nurseries from which are distributed some 8,000,000 seedlings to old burns in the National forests. The seed is largely gathered by the Service employees at a cost of 35c to \$1 per lb. The extraction of the seed of the conifers is tedious rather than difficult. In some cases the cones are spread out upon sheets in the sun, and, after a time they open and the seeds drop out; in other cases it is necessary to resort to artificial heat. This is applied by placing the cones upon trays with screened bottoms and raising the temperature of the room to the proper degree. The cones open, the winged seeds fall out, and the seed itself is finally separated from wings and dirt by a fanning mill. A good many seeds have to be removed by hand, but this is hard on the fingers of the pickers and is an exceedingly slow process.

The Rothamsted experiment station in Hertfordshire, England, founded in 1843 and maintained since through an endowment by Sir John Lawes and public subscription among the farmers of England, has developed into an institution, the operations of which are on a large scale. It is visited by agriculturists from all parts of the world as one of the most famous institutions of its kind in the world. One pilgrim from America is said to have declared that one of the fields of the station had been more valuable to the American farmer than any other piece of land in the world. A recent visitor to Rothamsted, W. Beach Thomas, says the best approach to it lies through a fine old common, through a field of allotments worked and managed much on the system of the old Saxon village. Then the way is continued past an Elizabethan house half hidden in the luxuriance of its old garden, and then under old oaks through park land and farm. Until one looks closely he would hardly suspect that modern

Kan., for the accompanying picture of a Kaffir corn field near that town. This particular field yielded 55 bushels per acre; and the county will ship about 1,500,000 bushels of Kaffir.

THE CLOVER SEED CROP.

Clover seed, Frank I. King, of Toledo, reminds us, "is an international game." Some years we import and some years we export; most years we do a little of both. Toledo is the leading market because there only is seed a speculative as well as cash proposition. Accordingly, says King, "quality and speculative conditions" are the factors of price and international movement. As to recent market conditions he says: "Exceptional weather in September made the crop larger than was expected. Local bulls are the principal longs. Largest October long is of the stubborn variety, willing to wait a year for results. He demands delivery and will get the actual stuff. This has a tendency to keep our market congested. December shortage is a fair one, but the longs are more scattered. Trade is not large and market is sensitive. Speculative demand will continue to make the price in the near future. Imports and receipts will have some effect."

What will price be next spring? One of the best posted firms sends King & Co. a long-range guess, of which the following are the salient features: "Europe has a good average crop and some of the countries over there have considerable for export. As to the situation on this side of the water—if we do not have a repetition next spring of what we had last spring, it will be a wonder. Certainly the bull speculators in Toledo have started in the market so high, and there was such a wide difference in values between our markets here and European markets, that it has undoubtedly resulted in quite a number of contracts having been made in Europe for shipment here. We ourselves have purchased considerable seed over there, and unquestionably other dealers have done the same. It looks to me as

though our country has raised sufficient for home requirements, without any importations whatever. The situation would have been healthier and unquestionably stronger, especially from a dealer's standpoint, if the Toledo market had never advanced above \$8, as I think that then there would have been practically no importations, and, personally, as stated above, I do not believe that the shortage in this country warranted any importations from the other side and it will take lots of muscle to support values even at present prices from now until the spring trade starts in to lighten the load."

Reports of individuals to both King, Zahm and other Toledo seed men seem to corroborate the belief that the clover seed crop of this country is larger than at first estimated.

THE CORN SHOWS.

The South Atlantic Corn Exposition will be held at Columbus, S. C., during the first week of December.

The time for entering exhibits at the New England Corn Exposition was extended from October 15 to November 1, the date of the Exposition being November 17-22.

The first annual exhibit by the Kentucky Corn Growers' Association will be made at Agricultural College, Kentucky State University, Lexington, on January 3-6, 1911.

The fourth annual Delaware Corn Show will be held at Dover on December 8 and 9 under the direction of the Delaware Corn Growers' Association. Only corn grown in Delaware in 1909 may be entered for prize competition.

The Kansas State Corn Show will be given at Manhattan during the last week of December. The annual meeting of the Kansas Corn Breeders' Association will be held at the same time and place. Information of E. C. Shafer, Manhattan, Kan.

The Corn Palace exhibition at Mitchell, S. D., was so successful, pecuniarily speaking, that the management were able to pay all outstanding debts of the association, and have money left to enlarge the scope of the exhibition which will be held on September 25-30, 1911.

THE NATIONAL CORN SHOW.

The Governor of Ohio and the Mayor of Columbus have respectively issued proclamations of welcome and home-coming of natives of Ohio to attend the fourth National Corn Exposition to be held at Columbus on January 30, 1911, and continuing for two weeks.

The details of this great corn show are understood by our readers. It may be added, however, that interest in the Exhibition is constantly widening and including more people and interests; *vide*, new prizes offered for this year's show for the first time: Trophy silver, valued at \$300, offered by the National Stockman and Farmer of Pittsburg, for the "grand champion peck of wheat, any variety." Trophy, silver, valued at \$150, offered by the Wisconsin Experiment Station, for "best peck of six-rowed barley"; also certificate, by same donor, for the "grand champion peck of barley, any variety." Trophy, silver, valued at \$100, offered by the Milwaukee Chamber of Commerce for "the grand champion peck of Oderhrucker barley.

PROPERLY SELECTED SEED CORN.

A correspondent of the Country Gentleman has the following most excellent and very practical operation in selecting seed corn. Seed corn should all now be under roof, and the suggestions come late, but they are only relatively less valuable on that account. He says:

"Corn that is to be used for seed should be grown in a patch by itself and should receive special care. It is too late to do anything in this line the present year, but there is time to take the next best course. This is to make a careful selection of the ears which, with the parent stalks, approach most closely the type which the grower considers the best adapted to his purpose. And as the crop of next year will be considerably influenced by the kind of seed which will be planted, it may be wise to note a few points that should be observed in its selection.

"Vigor of the Plant.—Corn for seed should be selected from strong and healthy stalks. This, though a somewhat unusual caution, is not wholly unnecessary. For, while we naturally look to strong stalks for fine ears, it sometimes occurs that such ears are found on stalks that are not really vigorous. The production of seed is the purpose of plant life, and a serious injury, or weakened vitality from any other cause, apparently leads the plant to make a desperate effort for self-perpetuation in this manner. It may attain this end, but the seed which it produces, though possibly of fine appearance, is deficient in vital force and is unfit for planting.

"Habit of Growth.—As corn is a subtropical plant, its natural tendency is to make a luxuriant growth. When it is not held in check by unfavorable con-

ditions of climate or soil, this tendency leads to an excessive development of stalk and leaf and a relatively small production of grain. Where it is strongly manifested, this tendency should be curbed by a careful selection of seed. Ears on very tall stalks with a large and rambling growth of leaves, and on stalks from which suckers have started, should always be rejected. And, except where the growing season is short, grain from stalks of an opposite type of plants should never be saved for seed. If a marked tendency to assume a dwarf habit of growth appears throughout the field, seed for the crop of the following year should be obtained from some other source.

"Productiveness.—Many corn growers take special pains to save seed, as far as possible, from the stalks which produce two ears each. Though I have often followed this course, I am now strongly inclined to doubt its wisdom. So far as I have been able to determine, this plan does not insure the production of a large proportion of double-eared stalks, and it seems highly probable that effort made to obtain the best type of stalk with one large and approximately perfect ear is more wisely directed than is that which has for its end the securing of stalks bearing two ears apiece. The moderate returns of the average corn field are not so much due to the fact that but few stalks produce more than one ear each as they are to the other fact that a very large number of stalks are entirely barren.

"The Ear.—The ears of corn selected for seed should be of good size, symmetrical form, with regular rows, and the tips well covered with kernels. Some of these things cannot be determined until the husks are removed, but ears which show a marked deficiency in any of the points named should then be discarded. Ears with excessively large butts, and those with unusually small tips, are also to be rejected. If this course is persisted in for several years the appearance of the grain will be greatly improved and the yield will be somewhat increased. The production of ears very near the ground, or very far above it, is not desirable, and those which have grown in either of these positions on the stalk are not to be recommended for seed purposes.

"The Time of Ripening.—This is an important item. If the corn plant matures too early the processes of growth and development stop at a time when they should be actively increasing the size of the stalk and the quantity of the grain, while, on the other hand, if the period of growth is unduly prolonged, still more serious evils will result. In all corn fields there is an appreciable difference in the time required by the various plants to reach maturity, and seed should be taken from those which utilize most of the possible time for growth and yet mature sufficiently early to escape injury by frost."

IOWA CORN GROWERS' EXHIBITION.

The eighth exhibition and contest of the Iowa Corn Growers' Association will be held at the Coliseum, Des Moines, on December 5-17 inclusive. Prizes aggregating \$1,000 are offered by the Quaker Oats Company for the best Iowa oats. The state for the purpose of this contest, will be divided into four sections, namely, Northern, North Central, South Central and Southern. In each section there are four classes, and the entire list is so arranged that every grower of oats in the state of Iowa may be included and enter on an equal basis.

Besides the liberal cash premiums given there will be offered one silver medal by the Quaker Oats Company in each of the four divisions of the state as sweepstakes prizes for the best bushel of oats in each division. The sweepstakes prizes come together for the grand champion sweepstakes premium, a handsome gold medal, also offered by the Quaker Oats Company. This will make sixteen different classes in oats alone; each class containing cash prizes running into the eighth place.

Over \$20,000 in premiums for best Iowa corn. M. L. Bowman, secy., Waterloo, will send a complete premium list on application.

FLAXSEED PRICES.

The Minneapolis Market Record, commenting on the high price of flaxseed crop of 1909, says the abnormal advance was due to a short crop which sent the price from \$1.37 on September 1, 1909 to \$2.60 during the week ending October 31, 1910, with the price, at times, several cents higher.

These prices have led to a large use of oil substitutes in mixtures of very doubtful quality; and the flaxseed crushers, as well as oil consumers, are losers by virtue of the unusual prices. "Business profits should be in part at least regulated by the amount of money used or, on the percentage basis," says the Record. "The practice has been to figure crushers' profit on the basis of the unit measure, or the volume of seed consumed. That practice in this case eats up the usual allowance of profit in additional interest, on twice the amount of money required to carry on the business.

"Activity in world industry in late years ap-

pears to have outgrown the production of this oil seed. In course of time the economic fault will be removed, for the greater gain in the production of seed will enlarge the area of its culture. Flax disease, that recently discouraged its cultivation and reduced acreage, need not now be so much feared, for a remedy has been found, the use of which lends greater safety to its production.

"Receipts of flaxseed crop of 1909 in Minneapolis are about 80 per cent of the receipts to this time a year ago; in Duluth, about 40 per cent of last year. Doubts are felt, by some well informed people dealing in flax, of the yield equaling estimates made, while others place the amount raised in the Northwest about present figures. The Market Record has faith in the reliability of the late estimates of its correspondents—14,400,000 bushels."

A TEXAS "BURBANK."

On August 26 fifteen field agents of the Agricultural Department, working in Alabama, Louisiana, Mississippi and Texas, met at Washington to report to Acting Sec'y Hays on their work for the season now closing. In the party was J. D. Greer, the Department's agent whose headquarters are at Nacogdoches, Texas, an expert in corn breeding, who has been called locally "the Texas Burbank." W. F. Proctor, another agent, with headquarters at Tyler, described at this meeting Greer's work as follows:

"Ordinarily it takes 100 ears of corn to shell a bushel. The ears Greer grows will shell a bushel from forty-three cobs. But Greer can do anything he wants with corn. He can produce a corn that grows two ears to the stalk or one that grows three ears. He crosses breeds, selects seeds and seems able to make corn develop any way he wants. All the corn that he has raised this year and is willing to let go out is already spoken for. There are applications from all over the Southern country for just a single ear, for which the farmers are willing to pay any price. There are about 5,000 more applications in now than can be filled. He could get as many thousand acres of land as he wanted and make a fortune just raising seed corn, but he keeps on working for the Government. Greer can raise 100 bushels of corn to the acre and not spend any more money doing it than the average farmer would spend raising twenty-five. Any man who wants to can raise eighty bushels."

The agents also discussed the growth of the Corn Club movement in the South. "I've got 200 Corn Clubs in my part of the state. The boys who are in them are going to make real men," Mr. Proctor said. "It is not every old farmer who will take to the new methods at first, but when he raises twenty bushels of corn and sees a field separated from his by only a barbed wire fence where a man is raising sixty bushels, he wakes up.

"They have said all along that the South was not a corn country. I tell you that heretofore we in the South have not been corn people. Intensive farming and diversified farming, such as the people are being taught now by object lessons, are the things that are going to put the South on a new industrial level. They are putting her there now."

A NEW WINTER EMMER.

Prof. B. C. Buffum at Worland, Wyo., who has been experimenting with a so-called (by the newspapers) "wheat-corn hybrid," as developed, it is said, an improved winter emmer which is immune from the effects of extreme cold and yields a crop of from 80 to 125 bushels when grown under irrigation and good crops by dry farming methods.

From three heads of the new grain Prof. Buffum, the press reports say, "got enough seed by two years' farming to raise a crop this year of twenty acres, none of which will sell for any price. With the seed he has on hand he intends to plant a crop next year that will yield 10,000 bushels, all of which he has orders for at \$20 a bushel, for seed in different parts of the land."

Milo, which is attracting much attention in the semi-arid Southwest, belongs to the Sorghum family, but is without the sweet juices (sugar) of other members of the same family, being in that respect similar to Kaffir, Egyptian and Jerusalem "corn," so-called, and to broom corn. While milo has been included by some in the category of "forage crops," it is less so than a grain crop; and for the seed it is now almost entirely grown. It is due to the fact that Kaffir has more and broader leaves that it is more popular than milo. Milo, however, is a safer and more certain crop on the dry uplands of eastern Colorado and western Kansas and Nebraska, where natural ability to withstand long periods of drouth tell the story of success or failure; and in this respect the Colorado Experiment Station says milo is incomparably the surest seed crop, as it will make, in the judgment of the Station, fifteen bushels of grain per acre when ordinary corn fails completely. The feeding value of milo as a grain is about 90 per cent that of Indian corn.

BARLEY and MALT

Peter Kreutz has sold his interest in the Rubicon Malt & Grain Co. of Rubicon, Wis., to the Hauser Brothers, the other stockholders. The plant is valued at \$60,000.

The S. Howes Co. of Silver Creek, N. Y., has installed a 600-barrel per day Howe Combined Eureka Barley and Malt Cleaner in the malt house of Kreiner & Lehr at Buffalo, N. Y.

The barley elevator at St. Louis, Mo., owned by the Wm. J. Lemp Brewing Co., is being improved and five Rich Patent Barley Graders, manufactured by the S. Howes Co. of Silver Creek, N. Y., are being installed.

The large barley cleaning and grading plant at Golden, Colo., which is owned by Adolph Coors, is now in operation. Seventeen new machines were installed and other improvements made. The S. Howes Co. of Silver Creek, N. Y., designed the plant.

The Kentucky Malt & Grain Co. of Louisville, Ky., has been sold to a syndicate of Chicago capitalists for about \$300,000, and will be operated by the new company as soon as improvements are made. The former officers of the Malt & Grain Co. were Philip Ackerman, president; Frank Senn, vice-president, and Frank Fehr, treasurer. It had a capital stock of \$150,000.

QUALITY OF NORTHWESTERN BARLEY.

The Minneapolis Market Record puts the total barley crop of the Northwestern States at 57,150,000 bus., against 72,237,000 bus. in 1909. As to quality the same authority says: "The quality of the crop in Minnesota is 4 per cent better than a year ago and 2 per cent above the 10-year average. In North Dakota the quality is 2 per cent under last year and 9 per cent under the 10-year average. Quality in South Dakota is 10 per cent above the average of last year but 1 per cent under the 10-year average. One of the more distinguishing features of quality is that the grain is brighter than usual, the defect being in lighter weight per bushel in several important localities where drouth was more persistent."

STORING BARLEY IN SUMMER.

The unsatisfactory results of storing malting barley through the summer are ascribed by Hoffmann to an excessively high content of moisture, which gradually destroys the germinative capacity, even when there is no smell of mould apparent. This high percentage of moisture may be present in the barley when received from the seller, or may result from absorption through storage in a damp atmosphere, such as that of a brewery. Even where the malthouse is isolated from the brewery, the grain store is liable to become damp from water vapor escaping from the steeping-house and the malt floors; and it is, therefore, not surprising that brewers and maltsters experience more trouble than farmers or merchants in the summer storage of barley, unless the precaution be taken to obtain effective isolation of the granaries.—*Woch. für Brauerei.*

INTERNATIONAL BARLEY EXHIBIT.

In connection with the American Exposition of Brewing Machinery, Materials and Products, to take place in Chicago from October 12 to 22, 1911, there will be held an international competitive prize exhibit of barleys and hops, the object of which is to stimulate the production of better brewing barley throughout the occidental world, by showing the differences in properties and characteristics between American and foreign varieties of barley, botanically, physically, chemically and physiologically, and to give an opportunity to study the many varieties cultivated for brewing purposes. Barleys of the United States will be of particular interest, since they include such greatly differing types as the two-rowed Chevalier, the Eastern four-rowed Manchuria or Scotch, the Western four-rowed Bay Brewing and Blue Barley and the six-rowed White Club.

The specimens entered for prizes should weigh 60 lbs. and may be entered by growers only; and prizes for quality will be given. Exhibits will be made also by Experiment Stations, and there will be collective exhibits by countries. The specimens are to be (preferably) from crops of 1910 and 1911, and should be well authenticated as to nativity and grower. The samples must not be hand-picked, graded, assorted, doctored or tampered with, but must represent barley threshed and cleaned by standard machines or appliances usual for the purpose of separating the grain from the straw, without fancy trimming, and must be so-called "virgin" barley.

They shall be also a fair average product of the one field on which they are grown and, if cultivated for commercial purposes, shall be representative of the condition of the marketed

product from a quantity of at least 2,000 lbs. With each sample of 1911 crop there must be exhibited at least twelve heads of barley with twelve inches of straw attached. Samples of barley from the same field or location, with equivalent field conditions for the two consecutive crops of 1910 and 1911 of the same strain of seed or roots, will require information as to condition of cultivation, i. e., climatic, fertilizer, crop rotation, may be each singly and collectively entered for award. Four and six-rowed barley shall contain approximately for each middle or straight furrowed kernel two lateral or twisted kernels. The samples of two-rowed barleys shall be judged according to the regulations adopted by the International Commission on Barley Valuation; the four and six-rowed barley according to separate standards of valuation, one each for the botanically different types, namely: (1) Manchuria and Oderbrucker, including Scotch and Ohio fall barley; (2) Bay Brewing, Portuguese, or blue barley; (3) White Club or Utah winter barley,—on the basis of the system tentatively adopted by the U. S. Dept. of Agriculture, contained in Bulletin No. 124 of the Bureau of Chemistry.

THE BARLEY CROP.

The October Crop Report on barley indicates a total production, 1910, of 158,130,000 bus., against 170,284,000 for 1909, a loss of 22,146,000 bushels against 1909; but, says W. H. Prinz, in the *Brewers' Review*. "The Government figures mean struck bushels, and not weight bushels (48 lbs.). When the Government gives us the average weight per bushel for the 1910 crop, there will be a further reduction in these figures."

"We all know about the short barley crop of 1909, and with a still shorter crop in sight, is it a wonder that barley is high in price? From the 1909 crop everything was used that was fit for malting, 'and then some.' Although this year we have some fine barley, we have a lot of stained and light weight stuff also, and much unmaturing barley, which is shown in the falling off of the amount of extract in the malt against last year. But when the barley gets older, it will make a better showing. The quality of the extract, however, will not improve. Unmaturing barley remains unmaturing."

"The cleaning loss is also much greater than was first anticipated, running from 2 to 6 cts. a bushel."

AMERICAN MALTING CO.

The annual report of the American Malting Co., for fiscal year ended August 31, was published on November 1. It shows profits for the year of \$549,156, a decrease compared with the year previous of \$331,837. The surplus, after charges, etc., amounted to \$242,451, which is equal to 1.74 per cent on the preferred stock, as compared with 3.8 per cent earned in the previous year. Following is the income account, with comparisons:

	1910.	Decrease.
Profit	\$549,156	\$331,837
Charges, taxes, etc.....	306,705	16,905
Surplus	\$242,451	\$314,932

In his report Chairman Wilberforce Sully says: "Excessive competition and extraordinary expense attending the handling of the barley crop, which was far below the average in quality, aggravated by the practical embargo on transportation of grain in the Northwest from early in December to the following March, due to extensive strike of switchmen in the Northwest and to severe weather conditions, were the chief factors contributing to the material decrease in earnings for the fiscal year just closed."

Bert Boyd handled the first arrival of new corn on the Indianapolis market on November 11. It graded New 4 white, showing moisture test of 19.3 per cent. This corn was in fairly good condition, and contained less rotten grains than was anticipated, and the moisture test showed up better than was expected. The outlook is very favorable for a good demand for the first arrivals of new corn. He advises consigning your first shipments. This corn sold at 42c f. o. b. Peoria rate point, which was a good price for the grade.

Granting that prudence and the necessity for the safe conduct of business will prompt conservative country dealers to keep "hedged" against stocks of corn and oats in elevators, or against contracts with the producer, the continuous decline has established a range of values for grain that seems reasonably sane and safe. Further declines may come in corn, resulting from an undue pressure to market the balance of the old and the inevitable early sales from the new crop; but with the right shipping margin the price at country stations probably represents a minimum of risk and a basis where consignments are likely to work out the best results except on occasional sharp advances, when timely sales of corn for regular May, or of oats "to arrive," will prove an advantage.—Pope & Eckhardt Company.

HAY AND STRAW

An alfalfa mill has begun operations at Terre Haute, Ind.

I. J. Nicholls & Son have installed an alfalfa mill at Peabody, Kan.

The new alfalfa meal mill at Lebanon, Kan., is now ready for business.

The Alfalfa Meal & Milling Co. of Cherokee, Okla., has started a mill at that place.

The Colorado Alfalfa Products Co. of Lamar, Col., is now running day and night shifts.

A proposition for the erection of an alfalfa mill at Junction City, Kan., is being agitated.

The new alfalfa mill at Phoenix, Ariz., has been started. It will be run by electric power.

The alfalfa mill at Cawker City, Kan., has been shut down owing to a lack of alfalfa hay.

An extensive hay and grain establishment is being built at Pawtucket, R. I., by Peter Lennon.

Alfalfa will add about \$12,000,000 to the wealth of Colorado this year, according to official reports.

The majority of the \$10,000 worth of capital stock for the alfalfa mill at Verden, Okla., has been disposed of.

Much damage has been done to the alfalfa crop throughout eastern Colorado and western Kansas, by grasshoppers.

The report comes from Bellefontaine, Ohio, that the farmers of Logan County are harvesting their fourth crop of alfalfa.

A new alfalfa meal mill has been started at Fairview, Okla., which is to be operated by W. H. Van Fleet and James Hall.

The last cutting of alfalfa has been secured in the region around Brothertown, Wis. The quality was good but rather short.

The Glasco Grain Co. intends to operate the plant of the Glasco Alfalfa Mill Co. at Glasco, Kan., which has been idle for some time.

The hay warehouse at Swanton, Ohio, was recently destroyed by fire. It was owned by the Raymond P. Lipe Co., of Toledo, Ohio.

The fifth cutting of hay has been made possible throughout the alfalfa belt as far north as central Nebraska by the absence of frost.

The exports of hay during the week of Nov. 10, from Montreal were 24,603 bales, against 18,578 bales a year ago. The receipts of hay for the same week were 16,246 bales.

The plant of the York Alfalfa Mill at York, Nebr., has been completed and is in operation under the managers, C. A. Keefe and W. G. Boyer. The mill has a daily capacity of 45 tons.

The Toyah Valley Alfalfa Milling Co. has been incorporated by E. D. Balsam and others to operate the \$25,000 alfalfa mill at Balmorhea, Texas. The mill has a daily capacity of 50 tons.

A warehouse at Hibbing, Minn., owned by the Hibbing Produce Co., which contained about \$2,000 worth of hay, was practically destroyed by a recent fire. Only a small insurance was carried.

Otis S. Brown, who has been connected with the firm of Otis S. Brown & Co., hay and grain dealers, of Cambridge, Mass., has withdrawn, leaving the business to F. H. Marshall and Hiram W. Hutchinson, his partners.

The National Hay Association's report on the hay crop, compiled on the basis of replies to enquiry sent out on October 12, by Sec'y Taylor, are to the effect that the crop is smaller than a year ago in all states reporting except Colorado (105), Iowa (125), New York (107), and Pennsylvania (135). In Kansas the shortage is 50 per cent. Pure clover is very short. The bulk of the crop is clover and timothy mixed.

THE CANADIAN HAY TRADE.

There is a good demand for the best qualities of Canadian hay both at home and abroad, and prices are firm. The United States it seems will want all the choice hay we can send her, and sales of Canadian No. 1 hay in large bales being reported in the American markets at \$21 to \$22. American buyers are reported to have paid \$10.50 to \$11 f. o. b. for No. 1 hay at country points east and southeast of Montreal. Medium and lower grades in this market are in good supply and easier. —Montreal Trade Bulletin, Nov. 11.

HAY IN SOUTH.

Prof. W. R. Dodson, director of the Louisiana Experiment Station, at the State University, in a recent article in the *Gulf States Farmer*, says: "Up to the present time the South has not produced a sufficient amount of hay to supply the home demands and good hay has found a ready market locally. Many sections of Louisiana and Mississippi have reached the point where they are producing more hay than they can consume locally and they are beginning to supply the larger city markets

with home-grown crops. The feeders are gradually cutting off the supply of Northern-grown timothy and substituting therefore Southern-grown alfalfa, lespedeza, Bermuda grass, and other hays. The time is not far distant, however, when these products will be consumed by the dairy cow, beef animals, swine and sheep."

HAY IN FLORIDA.

Florida's hay crop averages about half a ton per acre, but it is increasing somewhat, now that the scrub cow has been "spotted" and her range curtailed. The grasses of the North are not to be relied upon, but as a substitute for these, in addition to native grasses, there are the legumes, such as beggarweed, cowpea, velvet bean and peanut forage, rich in protein and the carbohydrates. For the growing animal these four are superior feeds. Crowfoot grass and crabgrass, which spring spontaneously for the most part, make a superior hay and are most largely used for that purpose by Florida farmers by way of an after-crop, contain but one-half as much protein and considerably more of the carbohydrates than beggarweed and cowpea and are correspondingly useful where the fat-producing element is called for in the ration of animals. Mexican clover, crowfoot grass and millet follow are also common, but progressively have diminishing values compared with the other legumes mentioned.

HOW TO KILL WEEVILS.

There having been considerable enquiry at the office of the Division of Zoology, of the Department of Agriculture, Harrisburg, Pa., for information concerning the destruction of weevil in grain, Prof. H. A. Surface, state zoologist, has published the following, which though familiar in some ways to many readers, is still worth their consideration:

"Your inquiry concerning the destruction of weevil in wheat comes at a very opportune time, because it is easy to destroy these pests when one knows how, and it is very important that they be destroyed now rather than in the spring after they have accomplished a great deal of damage.

"The weevil is among the worst pests in grain bins or stored grain, and effects the destruction of hundreds of thousands of dollars annually in the state of Pennsylvania alone. It lives by laying eggs in the grains, and from these eggs hatch larvae or minute grubs, which feed within the seeds, excavating them to merely hollow shells of bran.

"The presence of many of the larvae feeding at once often causes the grain to heat by their mechanical irritation or gnawing, just as two sticks are heated by rubbing them together. When grain becomes warm in the bin, it is often to be taken as an indication of the presence of weevil, or the Angoumois Grain Moth, which is a moth whose larvae have similar habits, and it is likewise a very serious pest of stored grain in this part of the country.

"The remedy consists of putting the infested grain into a bin that can be so tightly closed as to be almost, if not practically, air-tight, or putting it into a large box, hogshead, or some other vessel, which can be thoroughly covered. Then set shallow vessels like pie tins on the grain, and for each 100 cubic feet of space, or for each 100 bushels of grain, pour into the pie tins a pound of the liquid known as carbon bisulfide.

"Lay sticks over the pie tins containing the carbon bisulfide, and spread over them wet blankets. Heavy blankets should be used for this purpose. They are dipped into water to make them more nearly air-tight, to keep down the gases or fumes from the carbon bisulfide. This liquid is a foul-smelling liquid, whose fumes are poisonous but not instantly deadly. One can breathe it without immediate injury, although it is very offensive. These fumes are inflammable or explosive, the same as those of benzine or gasoline, and, consequently, fire should be kept away from them.

"Two or three thicknesses of wet blankets laid over the top of the grain will be sufficient to keep the fumes down, and prevent ventilation until the pests are killed. These fumes are heavier than air, and will fall down through the grain, killing all insects and even mice, should such be present, in the bin or granary. They will not destroy the milling property of the wheat nor its germinating powers for seeding. This is the proper time of year to treat the wheat, and thus prevent the loss which will come from carrying it in an infested condition in the bin during the fall, winter and spring.

"Let it remain covered for some hours, and there will be no danger from letting it remain many hours, or even two or three days thus covered. After at least five or six hours or more the covers can be removed and hung up to dry, although no special ventilation of the grain bin or vessel is necessary.

"The chief point is to avoid breathing the fumes any more than one is compelled to do, and keep fire away from them."

New Oklahoma corn, that graded No. 2 mixed, arrived at Kansas City on October 20. It sold for 48c—same as old corn.

FIRES-CASUALTIES

The Farmers' Elevator at Kearney, Man., recently burned to the ground.

The elevator of the Mystic Grain Co. at Mystic, Conn., was burned to the ground recently.

J. H. Thomas' Warehouse at Heavener, Okla., was destroyed by fire, with a loss of \$5,000.

An elevator at Faulkton, S. D., belonging to C. E. Warner, was destroyed by fire recently.

The elevator at Heckman, Minn., together with the rest of the town, was destroyed by fire, October 31.

Fire at Norcross, Minn., caused the destruction of two large elevators October 19. The origin of the fire is unknown.

The big elevator at Watertown, Mass., which is owned by J. Loring & Co., burned recently, entailing a loss of \$35,000.

Fire destroyed the elevator of the J. W. Biles Feed Mill Co. at St. Bernard, Ohio, November 8, causing a loss of \$3,000.

An elevator belonging to R. B. Buchanan & Co., on the river front at Memphis, Tenn., burned recently. The loss is \$75,000.

Fire destroyed the grain warehouse of B. F. Hargis at Belton, Mo., a short time ago. The loss is covered by insurance.

An elevator was among the buildings destroyed by the fire, which devastated the business section of Random Lake, Wis., a short time ago.

Two grain elevators at Washington C. H., Ohio, were recently destroyed by a fire originating from locomotive sparks. The loss is about \$6,000.

Two large grain elevators at Northome, Minn., together with other buildings were destroyed by a fire of unknown origin, a short time ago.

The elevator and mill at Duck Lake, Sask., has been destroyed by fire together with \$4,000 worth of flour. The insurance carried amounts to \$24,000.

The elevator at Minnesota Falls, Minn., was destroyed by fire on October 31, together with 18,000 bushels of grain. The cause of the fire is unknown.

R. L. Campbell's elevator at Franklin, Man., was recently destroyed by a fire originating from locomotive sparks. The loss is \$2,000 above insurance.

Sam Shipp & Son, grain dealers of Campbellville, Ky., suffered a fire loss October 25, amounting to \$5,000. A large amount of grain was destroyed.

The large wheat storehouse belonging to Henson & Thorsen at Strafford, Mo., caught fire from an unknown cause recently and was almost totally destroyed.

A fire caused by sparks from a passing locomotive recently destroyed the elevator at Octa, Ohio, which is owned by Hewes & Co., entailing a loss of \$6,000.

The elevator of Rothrock & Son, at Centerton, Ind., burned recently, causing a loss of \$14,000, partly covered by insurance. The cause of the fire is unknown.

An immense concrete bin recently erected by the Ansted & Burke Co. at Springfield, Ohio, collapsed a short time ago, releasing more than 5,000 bushels of wheat.

Sparks from a locomotive recently set the elevator at Welcome, Minn., on fire. The house is owned by the Rippe Milling Co. and was only slightly damaged.

Fire recently destroyed the Blair Elevator Co.'s elevator at Atchison, Kan., causing a loss of \$125,000. The house contained 100,000 bushels of grain at the time.

Fire recently destroyed the warehouse of the Milwaukee Elevator Co. at Frontenac, Minn., which had not been in use for some time. The loss is fully covered by insurance.

The annex to the Hubbard-Palmer Elevator at Beaver Creek, Minn., gave way under its load of oats, allowing 11,000 bushels to fall on the North-Western Railroad tracks.

The Wohlheter Elevator in Winneago, Minn., was recently overloaded which caused it to settle until openings were made in some of the bins and a portion of the grain let out.

Fire recently destroyed the Heller Elevator at LeMars, Iowa, causing a loss of \$5,000, with only \$2,000 insurance. Harry Lamow, the new owner, cannot ascribe a cause to the fire.

C. A. Jackson, manager of the Duff Elevator at Unadilla, Nehr., was severely injured a short time ago when a freight car door fell from its bearings and struck him on the back.

About 1,800 bushels of wheat were spilled when a break occurred in the wall of the elevator at Juniata, S. D., owned by Roy Sharpe. It was found that midway between the ground and roof

where the trouble was located, the timbers had not been properly spiked.

R. L. Campbell's elevator at Franklin, Man., was destroyed by fire originating from the sparks of a passing freight engine, October 14. The loss is estimated at \$2,000 over insurance.

The elevator owned by C. F. O'Gaumer at Alvin, Ill., containing \$10,000 worth of grain, was destroyed by fire, November 9. The grain was fully insured, while the loss on the elevator is \$5,000.

The office and scale house of the Frank Supple Elevator at Twin Grove, Ill., were destroyed by locomotive sparks, November 7, entailing a loss of \$500. It was with difficulty that the elevator was saved.

The Independent Elevator at Weatherford, Okla., containing 9,000 bushels of wheat was totally destroyed by a fire of unknown origin recently. The loss is more than \$15,000, only partly covered by insurance.

An elevator at Nashua, Minn., belonging to the Western Elevator Co. of Austin, Minn., was destroyed by fire November 8, with a loss of \$50,000. The fire started in the engine room from an unknown cause.

Fire recently destroyed the elevator owned by E. R. Ulrich & Son and the warehouse of P. M. Stokes at Buffalo, Ill., entailing a loss of over \$20,000. The insurance carried on the elevator amounts to \$4,500.

A portion of the west wall of the warehouse at Golconda, Ill., recently fell out causing Crueliger & Son, who are using the building, some trouble in saving their grain. The building is owned by A. D. Pierce's Sons.

The elevator at Badger, Iowa, which was owned by the Reliance Elevator Co. of Minneapolis, was totally destroyed by fire recently. The loss is estimated by Manager O. H. Griffith at \$8,000. The company will rebuild.

The large elevator and corn crib at Warner, Ill., which are owned by J. F. Turner of Cambridge, were completely destroyed by fire October 25, entailing a loss of \$3,500. A spark from a locomotive is the supposed cause.

Jack Lindgren, who is buyer at the N. J. Olson Elevator at Shepard, N. D., narrowly escaped death recently, when his coat was caught on the main shaft of the engine on which he was attempting to change the governor.

Alfred Nelson, manager of the Farmers' Elevator at Peever, S. D., narrowly escaped a serious accident when his clothing was caught on the vertical shaft while he was cleaning the pit. He was severely bruised but no bones were broken.

The elevator and flour mill together with 35,000 bushels of wheat, belonging to the Greenville Milling Co. of Greenville, Ky., were destroyed by a fire caused by locomotive sparks. The loss is estimated at \$60,000, about half covered by insurance.

The Shadeland Grain Elevator at Shadeland, Ind., was burned to the ground a short time ago, and five thousand bushels of grain were destroyed. The Schnaible Grain Co. owned the elevator. The building was worth about \$9,000, with about \$3,500 insurance. Locomotive sparks are believed to have been the cause.

Owing to the giving way of some timbers in the foundation of the Balwin Elevator at Moorhead, Minn., the house sunk three feet out of plumb and would have fallen had not the adjoining brick wall served as a support. The grain has been taken out and the foundation is now being repaired.

The Northland Elevator at Forest River, N. D., was totally destroyed by fire a short time ago, together with the 3,000 bushels of wheat it contained. The fire had gained such headway before being discovered that all efforts to save the 100 tons of coal in the adjoining sheds were of no avail. The entire loss is about \$10,000, largely covered by insurance.

The Turner-Hudnut Co.'s elevator at Pekin, Ill., was set on fire and destroyed by an incendiary, who also made an unsuccessful attempt upon the Smith-Hippen Co.'s elevator. The fire in the doomed house had gained such headway that despite all efforts twenty loaded cars were burned and one of the three immense storage tanks near it was badly warped. As all the grain of the other elevators of the company passes through the Pekin house, the present fire was most inopportune.

On November 10, the large elevator known as Calumet "A" at Minneapolis, Minn., which is owned by the Merchants' Elevator Co., was destroyed by fire, together with 90,000 bushels of wheat. The cause of the fire is attributed either to a hot box or to electric wires. The T. M. McCord Co., operators of the elevator, places the loss of the grain at \$70,000, while the building was valued at \$30,000. All efforts to subdue the flames were of no avail, so that the fire department turned its attention to saving the valuable elevator property in the neighborhood.

TRANSPORTATION

The Erie Canal will close today (November 15). A deep waterways convention will be held at St. Louis on November 23.

The first train load of wheat over the G. T. Pacific reached Ft. William on October 11.

Car shortage is reported from I. C. and C. & E. I. territory in Illinois and from parts of Iowa and Kansas.

Effective December 1, 1910, the Burlington assumes the switching charge at St. Louis and East St. Louis.

The Texas Railroad Commission on October 14 issued an order that mixed feeds shall take the same rates as grain.

New and higher rates on the L. & N. R. R. in Kentucky have been nullified by the Kentucky Railway Commission.

The Chicago Board of Trade has attacked the new transit rules before the Commerce Commission, alleging their impracticability.

The Transit Rules proposed to have gone into effect in November in C. F. A. territory have been suspended by the Commerce Commission.

The Wisconsin Railroad Commission has ordered the C., M. & St. P. to reduce rates on brewers' dried grains from 12½ to 10, between La Crosse and points in southern and eastern Wisconsin.

The Grand Trunk Pacific Ry. will not be able to deliver grain to Winnipeg this season, as expected, owing to the fact that the C. N. Ry. did not build the connection with the Winnipeg Belt as agreed.

The Commerce Commission has suspended until March 1 new rates announced for November 1 as filed by the C., M. & St. P., C. & N.-W. and Omaha, G. N., M. & St. L., Soo, N. P., C. & R. I. P., Santa Fe, Katy and Frisco.

An extensive enquiring into the question of advancing rates has been conducted at Chicago and in New York during the past thirty days; but an expression of the Commerce Commission's opinion on the subject is not expected before January.

The shippers and millers of Louisville and in the Ohio Valley still oppose all proposed rules governing transit grain, and only a formal ruling by the Commerce Commission is likely to "settle the matter" there. Nashville is in much the same situation.

The Texas and Pacific Railroad, in response to a request from the New Orleans Board of Trade, will put into effect this fall, in time for the movement of this season's grain crop from common points in Texas, to Westwego on export grain, the same rates as obtain from those points to Texan ports.

The Ohio Shippers' Association has reopened the demurrage fight, begun in 1906, by filing complaint with the State Railroad Commission alleging that the 48-hour free time limit allowed by the railroads is unreasonable. The shippers want an allowance of 72 hours where cars carry more than 66,000 pounds.

The instructions received at Fort William to suspend the operations of the dredges in the harbor until further notice may mean that no grain can be shipped this fall or next spring from the 3,500,000 bushel terminal elevator of the Grand Trunk Pacific, on which large gangs have worked night and day for more than a year. The railroad itself is now ready to haul grain.

By a decision of the Commerce Commission, handed down on October 26, it is not lawful for interstate freight carriers to advance the rates on shipments during the period of their transportation. The decision was rendered in two cases, which were joined in the proceedings, to wit, those instituted by the Southern Cotton Oil Company against the Atlantic Coast Line and the Central of Georgia.

The complaint of the Omaha Grain Exchange alleging unreasonable rates on grain from South Dakota, Minnesota and Iowa points to Omaha, has been dismissed by the Commerce Commission. The Commission says the rates to Minneapolis are strongly influenced or controlled by competitive conditions which do not likewise affect Omaha rates and that the Minneapolis milling interests demand, and the interests of the Minneapolis lines which do not reach Omaha create, substantially dissimilar conditions.

The Commerce Commission has announced its intention to administer strictly the "short haul" section of the Mann-Elkins act; and on October 19 issued an order, by the terms of which there will be no change in the existing status or in the present rights of carriers until February 17, 1911. They may file with the Commission such changes in rates, and tariffs as ordinarily would be filed in the course of the business, under the present rate bases or adjustments. They may even file higher rates or fares to intermediate points and through rates or fares higher than the combinations of the intermediate rates or fares, provided that in so doing the discrimination against intermediate points is not

made greater than that in existence on August 17, 1910.

Hay and grain dealers in New Orleans have entered protest with the Freight and Transportation Bureau of the New Orleans Board of Trade against demurrage and storage charges as applied to shipments by the Louisiana Railway and Navigation Company, which it is alleged begin accruing on cars of hay before the cars are placed for unloading and during the period when the cars are not accessible for unloading.

The U. S. Government recently granted a shipper via the Hennepin Canal permission to load grain from bridges along the canal feeder. A hole in the bridge about five feet long and three feet wide was made. Farmers selling grain haul it to the nearest bridge and dump it through the bridge into the barge underneath. This saves time, labor and expense in hauling, and has proven to be an attractive arrangement.

The Texas Railroad Commission has issued an order reducing the weight of com. miles and Kaffir 20 per cent of the shipment 20 per cent freight charges accordingly when reshipped. This reduction is an allowance for cobs and waste, but must not decrease the weight of the inshipment below the established minimum, except where the original car was loaded to full capacity, in which case a reduction of 20 per cent will be allowed irrespective of minimum.

The Industrial Traffic League has elected the following officers for the ensuing year: J. C. Lincoln, commissioner of the Traffic Bureau of the Merchants' Exchange of St. Louis, president (second re-election); W. M. Hopkins, traffic manager of the Chicago Board of Trade, vice-president; O. F. Bell, traffic manager of Crane & Co., Chicago, secretary and treasurer, and H. C. Barlow, traffic director of the Chicago Association of Commerce, chairman of the executive committee.

As a result of the Portsmouth Conference of railroad attorneys, held in August last, and continued at New York on October 25 and 26, the carriers and express companies have decided to make an attack on the Mann-Elkins act, questioning the constitutionality of the law. The section that will be specifically attacked is Sec. 15, which confers power upon the Commerce Commission to suspend a rate for a possible period of ten months; also that part of Sec. 16 which reserves to the shipper the right to route his own freight, when taken in connection with the Carmack amendment to Sec. 20 of the act. Other sections may be attacked; but the above seem to present new questions not yet passed on by the courts.

The New York Produce Exchange has filed a complaint with the Commerce Commission against the New York Central and other roads, alleging violation of the Act of 1887 in that they have diverted traffic from New York; and the Commission is asked to fix rates which the railroads may charge for interstate transportation of grain ex-lake from Buffalo, Erie and other lake ports to the city of New York for export. The Commission is also asked to order the roads to desist from giving shippers in the locality of Montreal any undue and unreasonable preference and advantage over the merchants in New York by putting in force any rates, charges or rules which discriminate "against the traffic in grain grown in Minnesota and other Western, Northwestern and Southwestern states of the United States, dealt in, shipped and consigned from the Western and Northwestern markets of the United States, brought in vessels on the Great Lakes and transported from the ports on the Great Lakes to the port of New York for export, in favor of Canadian grain for a like and contemporaneous service in the transportation of the said grain from the Great Lakes ports to the port of New York for export."

The rules of the various railways covering the reconsigning of grain from the inspection track to the end of their rails, Chicago, are as follows: Atchison, Topeka & Santa Fe, Chicago, Indiana & Southern, and Illinois Central no reconsigning charges; Chicago & Alton, Chicago & North-Western, and Chicago, Burlington & Quincy require reconsigning orders to be given within twenty-four hours from 7 a. m. following day of inspection; effective October 20, 1910, via Chicago & North-Western, Chicago & Eastern Illinois and Chicago, Rock Island & Pacific require reconsigning orders to be given within forty-eight hours from 7 a. m. following day of inspection; Chicago Great Western and Chicago, Milwaukee & St. Paul require reconsigning orders to be filled within forty-eight hours from 12 o'clock noon of the day of arrival of cars, provided, if inspection is made before 10 a. m. of the day of arrival; if inspection is made after 10 a. m. orders must be given within forty-eight hours from 12 o'clock noon of day following arrival of cars; the Wabash requires reconsigning orders to be filled within twenty-four hours after 1:30 p. m. of the day of arrival; if inspection is not made before 10 a. m. the twenty-four hours will be counted from 1:30 p. m. of the following day. In connection with all of the above rules, it is provided that if orders are not given within

the time specified a reconsigning charge of \$2 per car will be made, except via the Chicago, Rock Island & Pacific, whose charge is \$3 per car. Any demurrage charges under rules governing demurrage will be in addition.

The validity of the Carmack amendment to the Hepburn act was attacked in the U. S. Supreme Court on October 19 by the A. C. L. and L. & N. R. R. Co. This amendment, it is remembered, makes the initial carrier of interstate commerce liable for damages occurring in transportation, not only on its own lines, but on connecting lines. The contest is probably the greatest of all of the legal controversies which have arisen out of the passage of the Hepburn rate law. From two primary points of view the railroads attack the law. They claim that the requirement that the initial carrier shall issue a receipt, or bill of lading, for the property to be transported and be liable for any loss throughout the transportation compels one railroad company to be responsible for another company's errors. The other point is that the proviso declaring that no contract shall exempt the initial carrier from this liability for loss on the connecting carrier destroys or interferes with liberty of contract. To the argument that the amendment in question subjects the carrier to as great inconveniences in locating the loss and damage as the absence of the law would inconvenience the shipper, and that it is unreasonable to make the initial carrier responsible for the acts of another, connecting line, the Government, defending, says: "The very doctrine of absolute liability as to common carriers for loss of goods in transit, except where the same occurs by act of God or the public enemy, rests upon the doctrine of public policy. Why should responsibility be placed upon common carriers for loss or damage to property where they are in no wise to blame? Is such not a taking of their property without due process of law? The answer is that on the ground of public policy such must be the law. If the origin of the law was based on the thought that carriers might connive and combine with thieves and others in a clandestine manner, and so deprive the shipper of his property, the same reasoning (and it is used in no offensive sense) would apply as to connivance between the initial carrier and its connecting carrier, which would result in the loss of goods to the shipper."

GOVERNMENT ELEVATORS.

A New York firm, Gibbs, & Richardson, engaged extensively in the grain trade, express the hope that Sir Wilfrid Laurier will grant the request for the absorption by the Government of the terminal elevators at Fort William and Port Arthur. They say:

"It will be of untold benefit to the farming community of your country, and we trust also that the elevators at Hudson Bay, when the railway is completed there, will also be under government control. Our experience is that the weights at all the government elevators at Montreal are better, both for the vessel and for the owner, and in checking over our shipments abroad we find the percentage of shortages from the government elevator to be a great deal less than from other points where the grain is not under government control."

It is difficult to forecast what the Government may do. The Ministers have been giving assurances that the grievances will be attended to, but they do not tell how. At present we have government inspection. That is inadequate. At Regina, the other day Mr. W. M. Martin, Liberal M. P., speaking from the platform, with Sir Wilfrid sitting to his right, said, according to the Regina Leader:

"As to terminal elevators, the speaker reminded the audience that Sir Wilfrid has promised that legislation will be given with respect to them. They all recognized that the farmer had a grievance with reference to the handling of grain at the terminal elevators, and while his own view was against the owning of them by the government, his desire was to see the government controlled. It would take a sum of nearly ten million dollars to obtain the proprietorship of the elevators, and he felt that the proper step was being taken by the introduction of the legislation as promised."

Mr. Martin has evidently let the cat out of the bag. It is more legislation. Of course, the farming community are not asking for mere legislation to control. There is a sufficiency of that sort of thing. They are asking for government ownership of elevators. If Manitoba, with her limited funds, can afford to enter upon a policy of government ownership of internal elevators, where there is competition, surely the Dominion can afford to own and operate the terminal elevators with practically a monopoly of the whole trade.

Meantime, apparently, the farmers will have to exercise patience and control their tempers. If the government has a mind on the question, it should have been definitely made known long ago. It is an old question. But the worst or the best will soon be known.—Winnipeg Free Press.

Nashville corn meal mills are grinding new corn, kiln-dried.

OBITUARY

Herbert Hamilton, of Hackensack, N. J., who was connected with the Corn Products Co., died recently at Saranac Lake, N. Y.

Joseph B. Megrue, a retired grain merchant of New York City, died recently at his home in that place. Deceased was 66 years old.

John Noth, organizer of the Davenport Malt & Grain Co. of Davenport, Iowa, died suddenly at his home in Davenport on October 13.

Mrs. Sarah N. Smith, wife of Capt. J. M. Smith, who was long prominent in the grain trade of Nashville, Tenn., passed away recently.

Sylvester D. Foss, for many years prominent in the Chicago grain trade and a resident of this city for fifty years, died recently, at the age of 76.

Julian P. Norton, a wealthy grain dealer of Cliford, Ind., died recently from the combined effects of a \$15,000 suit for alimony brought against him by his second wife and a belief in occult matters.

George W. Bacon, formerly a well-known grain merchant of Milwaukee, Wis., died suddenly in New York City, November 1. Mr. Bacon left Milwaukee in the late '80s, first making Chicago his home and then going to Seattle, where he has resided ever since.

Jasper T. Robertson, for many years connected with the Chicago Board of Trade, being cashier and office manager of the firm of Logan-Bryan, died on November 1, after an illness of several months' duration. Deceased was born in Scotland, sixty-one years ago and engaged in the banking business before coming to America. He is survived by a widow, four daughters and five sons.

Thomas N. Taylor, for twenty years a resident of Minneapolis, and head of the grain commission firm of Nichols & Taylor, died at his home in that city of heart failure on October 30, at the age of 51. Mr. Taylor was born in Urbana, Ohio, but went to North Dakota at an early age to take up a claim. He became connected with the grain business while there and after his removal to Minneapolis was a prominent member of the board of grain appeals of the Chamber of Commerce. Deceased is survived by a wife, three boys and a daughter.

General W. H. Brown, a California pioneer and capitalist, died in a hotel at San Francisco, Cal., recently, as the result of a complication of diseases. Mr. Brown went to California in 1853 and located in El Dorado County, where he engaged in the mining business. Later he became a wholesale grain merchant at Shingle Springs. In 1882 he moved to San Francisco, where he was appointed Surveyor-general by President Garfield. Throughout his life he was active in politics, holding many offices. Deceased is survived by a widow, two brothers and a sister.

[From "The Calendar."]

ABOUT LIGHTNING-CONDUCTORS.

BY G. W. HARRIS.

Every house, barn or other exposed structure in the country, which the owner considers worth protecting from fire, should have its lightning-rod. Why such isolated buildings are often "struck by lightning," and how the lightning-rod protects, may be more clearly understood if we first consider briefly the nature of the lightning discharge. It is generally known, of course, that "lightning is electricity"; but that is about the extent of popular knowledge. The prevalent idea that lightning is a thunderbolt flashed from a storm-cloud to earth, damaging whatever object blocks its path; that it is attracted to and conducted by metals, and that when it reaches the earth it is dispersed and lost, gives a wholly incorrect view of the problem of protection.

Atmospheric electricity is static electricity and has a dual nature, known as positive and negative. One of these qualities without the other is impossible. They can be kept apart only by insulation. In a thunder-storm the clouds provide a charge of one nature and the earth has, by induction, the other; the air between is the insulator which tends to prevent their joining. But the air is not a perfect insulator; and as the charges increase the tension becomes too great, the insulating material gives way, and momentarily the path of the strain becomes visible by a line of matter rendered incandescent. This we call lightning. What happens is the restoration of the equilibrium between the two states which had before been disturbed. Electricians call this the difference of potential. Whenever the strain is great enough to break down the insulating material a spark will pass. Therefore, if we could do away with the strain, or reduce it in time, we should prevent the breakdown of the insulator—prevent the discharge taking place, and that is what is attempted when we provide lightning-conductors with points. They possess this power, and may al-

most be considered as safety-valves. While the potential in the clouds is being raised in the process of the storm's formation, every point is reducing the strain by what is called "brush," or silent, discharge. Theoretically, a lightning-conductor should never be struck by lightning. Practically, it may be, because the potential may be raised so rapidly that the points cannot reduce the strain quickly enough. Even if the points are not able to prevent a discharge, the second function of a lightning-rod—its power of conduction—should prevent harm to the building; and Mr. Alfred Hands, F. R. M. S. and one of the leading experts of England, who has spoken on these points more clearly than any other, says it always will, if it has been applied on scientific principles,—but this is the complicated and difficult thing about the lightning-conductor.

The function of the lightning-rod, it has thus been seen, is two-fold: first, the prevention of a disruptive discharge by the silent neutralization of the cloud electrification; and, second, the conducting of the electrical charge from cloud to earth, or from earth to cloud, as the case may be.

Either copper or iron serves about equally well for a lightning-rod. Copper is more costly at the start, but some authorities hold that it is cheaper in the end because it is less easily corroded, and so will last longer. If made of copper, a conductor should weigh about six ounces to the foot, and should preferably be a tape. An iron rod should weigh about thirty-five ounces to the foot. The top of the rod should be plated or in some way protected from corrosion and rust. The most difficult condition to fulfil satisfactorily is to keep the rod continuous and thoroughly connected with the earth, or "grounded." "It is not enough," says Mr. Hands, "that the rod should reach and penetrate the ground a few feet, or even that it should reach wet earth, because unless the connections under ground are properly made and protected, the joints will be destroyed by corrosion, and the entire system become useless and a menace. The ground end of the rod may be laid in a trench filled with charcoal, coke and metal scrap, or may be connected with a metal plate four feet square and two inches thick, which must be laid in permanently damp earth."

An unalterable law for electricity is that if two or more paths are provided it must divide between them. Therefore, in erecting a lightning-conductor one must have some regard for water-pipes, gas-pipes, or other masses of metal (if any) in the structure to be protected. If intentional and unintentional conductors exist side by side, both will get the discharge. This shows the necessity of arranging the conductor so that faults which lead to a division of the discharge shall be avoided. All metals on the outside of a building should be connected with the lightning-conductor. Speaking generally, the great majority of flashes in the latitudes of the United States are not so intense but that a good lightning-rod, well earthed, makes the most natural path for the flash. The best thing to do is to provide the lightning-conductor with points—the more points the better—to lessen the danger of being struck. One must first decide which parts are likeliest to be struck, and seek to protect those by separate conductors, or by branch conductors carried to one or more mains to earth, and see that these conductors afford as little resistance as possible—the points must be kept sharp, all joints must be soldered to remain perfect, and the earth connection must be made good.

Chain or link conductors are worthless. Little faith can be placed in any so-called "area of protection." There is no such thing as a definite protected area for any kind or height of rod. Great height of rod above the building is not now deemed essential. It is not always the highest part of a house that is struck.

It is estimated by the Weather Bureau that between 300 and 400 persons are killed by lightning in the United States yearly. Most of these court their fate by taking refuge from the storm under trees, in doorways of barns, or near chimneys. It is safer to take a drenching in the open field than to seek shelter in such places. Popular misapprehensions in need of correction are: That the most exposed spot is always struck; that a few inches of glass or a few feet of air will serve as a safeguard to bar the progress of a flash that has forced its way through a thousand feet of air, and the old adage that "lightning never strikes twice in the same place." It has been known to strike repeatedly the same spot. Franklin pointed out that it was "dangerous to stand under a tree during a thunder gust"; and it is now well known that certain kinds of trees are often struck. In the report of the Lightning Rod Conference, held in England in 1881, elms, oaks, ashes and poplars are called dangerous; beeches, birches and maples are mentioned as being hardly ever touched by lightning. The best records in existence on this subject are those of the Principality of Lippe-Detmold, covering the years 1874 to 1885. There the order of danger seemed to be: Oaks, 100; elms, 77; pines, 33; firs, 10; fir trees in general, 27; beeches, by far the safest forest trees, 2. Trees standing near water appear to be the most exposed.

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The CO-OPERATIVES

The Rockwell Co-operative Society, Rockwell, Ia., will begin handling general merchandise shortly.

The Farmers' Co-operative Elevator Co., of Atwater, Minn., declared a 30 per cent dividend on last crop year's business.

The Farmers' Elevator Co., Trent, S. D., has cut down the par of its stock to \$50 per share in order to induce more farmers to take shares.

The Farmers' Elevator Co. at Verdon, S. D., pays its agent \$85 a month and 1/4c. per bu. on all receipts in excess of 85,000 bus. per season.

The Easton Farmers' Grain Co., Easton, Mason Co., Ill., on November 5 suspended business because of a shortage of \$18,000, due, stockholders say, to mismanagement.

The Farmers' Grain Dealers' Association has decided to take a hand in the South Dakota appeal to the Commerce Commission to order a reduction of grain and other rates in that state.

The Weedman Grain and Coal Co., Weedman, Ill., handled, last crop year, 107,438 bus. of corn, and 92,929 bus. of oats and made a net profit of \$3,339. A dividend of 15 per cent was declared and \$2,000 carried to surplus.

The annual convention of co-operative grain elevator companies of South Dakota will be held at Aberdeen in February, 1911. There are estimated to be about 200 co-operative companies in that state. Co-operative fire insurance of the companies in the association will be an "underlined" subject for consideration.

The Farmers' Elevator Co., New London, Ia., held its annual business meeting and election on October 15. No dividend is reported; so the stockholders apparently consoled themselves with a dose of hash-eesh in the shape of an address by Mr. Dunn, of Mason City, Iowa, "who spoke of the advantages of the co-operation among farmers and stated that this was the only way the farmer had of protecting himself against the trusts."

CAUSE OF LAND DETERIORATION.

Referring again to the matter rather casually than seriously noted in a previous number, we may say that Prof. H. L. Bolley of the North Dakota Agricultural College, in a press summary, given out on April 15, has given some more extended details of his discovery of the causes leading to the apparent deterioration in the agricultural value of farming lands. Prof. Bolley, let it be said in passing, is the discoverer of the cause and cure of the so-called "flax sickness" which has been utilized to rejuvenate in a measure the flax fields of Russia and America. Coming now to the matter in hand, in the press note referred to Prof. Bolley says:

In August, 1909, after some nine years' study upon the wheat crop of North Dakota and the Red River Valley, I announced that the cause of deteriorated yields in the wheat crop of the Northwest was not primarily due, as usually conceived, to a deteriorated nitrogen condition of the soil, but rather to the presence of numerous root-rot and blight-producing fungi which attacked the crop after the same manner as the wilt fungi attack the flax crop. I also called attention to the fact that the use of fresh barnyard manures containing straw from the diseased fields, when spread upon the land by the manure spreader, is a very destructive process, rapidly scattering the wheat diseases to new lands and injuring those lands for wheat cropping. Numerous papers commented upon this information which was given out in Press Bulletin 33, and in some cases not very favorably.

Numerous experiments by culture methods in the green house, supplementing those of our field plots, are now so far completed as to furnish conclusive evidence that these first statements were well founded. Extensive pot experiments were planned in which twenty inches square of soil were used. The soil taken to fill these boxes was taken from old wheat lands which no longer raised any plump wheat and had had approximately forty continuous crops. In some cases the soil was treated with various chemical disinfectants, and in some cases sterilized under high steam pressure. Healthy seeds, modified hot water treated, planted in the sterilized beds, produced healthy, strong, heavy stooling plants with good roots and underground stems. The same seed planted in the old wheat lands which had not been sterilized produced feeble plants, the underground stems early evidencing decay, the cortex of their roots sluffing off. Shrivelled seed, internally diseased, treated, produced diseased plants, even in well sterilized soils, but these grew much stronger than from the same seed untreated and planted in unsterilized soil. In this case young roots are stunted or killed almost as soon as formed and no stooling occurs.

The characteristics of the diseases are so definitely shown in the crop that photographs taken of the roots and stems plainly show the results of the

experiment. All persons who have seen these experiments no longer question that the chief cause of deteriorated yield and shrivelled seed in the old wheat lands of the Red River Valley is due to fungus-infested lands and fungus-infested, deteriorated seed.

These experiments, associated with numerous field observations and laboratory studies, lay bare a real cause and a real reason for proper crop rotation and seed selection and treatment. They also prove conclusively why it is that formaldehyde treatment is always beneficial, even though there is known to be no smutty wheat in the seed.

Bulletin 87, dealing with wheat and flax diseases in an educational manner, also discusses the subject of seed selection and seed treatment, and shows the results of breeding for disease resistance in flax. The following quotation from page 13, of that bulletin deals with these root rots and blights of wheat:

"New studies conducted by this department have demonstrated the fact that the wheat crops are quite commonly attacked by three or four types of minute fungi not heretofore recognized as definite wheat parasites. These parasites not only attack the wheat heads and grains but gain entrance to the interior of the grain and bring about blighting and shrivelling, and also live over in the soil after the manner characteristic of flax-wilt and flax-canker fungi. It is therefore important that seed treatment and rotation of crops be followed for exactly the same reason as given for the prevention of the diseases of flax. As the wheat crop is much more general in its distribution than flax it will be more difficult to gain as definite immediate results.

"Treatment: (1) Obtain home-grown seed of pure variety. (2) Select the brightest, plumpest, and heaviest type of berry possible. (3) Grade this grain by means of a heavy wind-blast, preferably vertical, in such manner as to eliminate the light weight, shrivelled kernels. Treat the seed as recommended for smuts of wheat, either by the formaldehyde method or the modified hot water method. As these diseases of wheat often attack the grains internally it is possible that some new method of seed treatment will yet supplant the ones now in common use, though these are extremely efficient. (4) Sow the treated grain upon soil that has not lately been occupied by wheat. The rotation should be of such nature as to introduce one or more thorough cultivations of the soil, such as that necessary to develop a proper corn or potato crop. (5) In fertilizing with barnyard manures any land which is to be sown to wheat, use thoroughly composted manure, that the diseases which are resident upon the wheat straw commonly used in animal bedding may be killed by the composting process."

The classification and description of the types of fungi which are the cause of these wheat diseases are in part given in the Annual Report of the North Dakota Experiment Station for 1909, and will be more fully given in a bulletin to be issued during the coming season.

The value of these facts is in the new points of view regarding the well-known desirability of proper crop rotation, seed selection and seed treatment.

A CONSIGNEE'S RIGHT OF INSPECTION.

The New York Journal presents the following inquiry and reply: A carrier refuses to allow a consignee to examine his goods, or to come near them, until he has signed a receipt acknowledging that they are "in good condition." Of course, he knows nothing about whether they are or not at that time. What is his remedy? Must he sign the receipt and then seek his remedy if the goods are damaged, and what remedy? Or, should he refuse to sign and let the carrier keep the goods? If he should do that, what remedy would he have?

Reply.—If a carrier refuse to deliver goods except upon unreasonable conditions this is in legal effect the precise equivalent of an unqualified refusal to deliver them. It is unreasonable to demand that the consignee shall acknowledge receipt of the merchandise "in good condition" before he has had an opportunity to examine it, or after he has examined it and found it not to be in good condition. A carrier who makes such a demand as a condition of the delivery of the goods, is guilty of conversion; suit may be brought against such a carrier immediately for the full value of the goods. If the consignee intends to sue at all this will be his best course in most cases. But he may, if he please, sign the receipt under protest and then sue for damages. A receipt is not conclusive as between the original parties, but may always be explained. It is strong prima facie evidence, however, and a litigant who comes into court to dispute his own written evidence must assume the burden of proving beyond question that evidence is false.

N. H. Brewer, of Hockanum, the champion corn grower of Connecticut, recently held his third annual husking bee, when he expected to beat his former yield of 133 1/2 bus. of shelled corn per measured acre.

LATE PATENTS

Issued on October 11, 1910.

Bucket Attachment for Conveyors.—Frank B. Ball, Passaic, N. J., assignor to Manhattan Rubber Manufacturing Company, Passaic, N. J. Filed March 4, 1910. No. 972,317.

Sealing Ring for Grinding Mills.—Charles L. Petrikin and Chandos Roy Dimm, Muncy, Pa., assignors to Robinson Manufacturing Company, Muncy, Pa. Filed March 25, 1910. No. 297,470.

Device to Fasten Grain Doors in Freight Cars.—Charles R. Frye, East St. Louis, Ill. Filed May 1, 1909. No. 972,688. See cut.

Grain Door.—Rado B. Catton and Ira C. Catton, Brimfield, Ill. Filed December 18, 1908. No. 972,505.

Approach Rail for Track Scales.—John A. Rishel, Munhall, Pa., assignor of one-half to Jesse R. Oakley, Munhall, Pa. Filed March 27, 1909. No. 972,250. See cut.

Issued on October 18, 1910.

Sack Holder.—Emelia F. Kandlbinder, Shreveport, La. Filed May 7, 1910. No. 972,870.

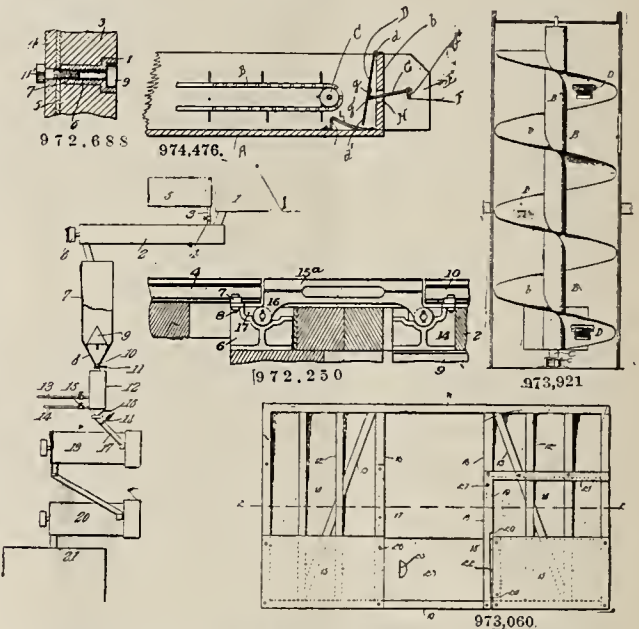
Bag Holder.—Charles L. Eastham, Medora, Ill. Filed August 11, 1910. No. 973,414.

Method of Cleaning Grain.—Nathan Zimmer, Hopkinsville, Ky. Filed April 8, 1909. No. 972,977. See cut.

Grain Door for Cars.—Elisha E. A. Martin, Union City, Tenn., assignor of one-half to H. A. Beck, Union City, Tenn. Filed April 16, 1909. No. 973,060. See cut.

Issued on October 25, 1910.

Bag Cleaner.—William Scott, Siegfried, Pa. Filed May 24, 1910. No. 974,096.



Grain Door for Freight Cars.—Herbert W. Drew, Chicago, Ill. Filed March 3, 1910. No. 973,486.

Conveyer.—James M. Dodge, Philadelphia, Pa. Filed January 2, 1907. No. 973,921. See cut.

Issued on November 1, 1910.

Bag Holder.—Frederick C. Vonderahe, Jr., Oregon City, Ore. Filed February 23, 1910. No. 974,615.

Feeding Mechanism for Corn Shellers.—William J. Dauner and Louis F. Dauner, Sutton, Neb. Filed August 8, 1910. No. 974,476. See cut.

GARBANZOS, OR CHICK-PEAS.

In the Yaqui River Valley, in Sonora, says Consul Alexander V. Dye, of Nogales, Mexico, the chick-peas, or garbanzos, are raised by irrigation. The land is first watered freely, then plowed deeply, and finally rolled, which levels the surface and prevents evaporation. The seed should be planted in rows 3 feet apart, the plants to be 6 feet apart in the rows and 6 inches deep. The seed sprouts in about a week, and the first cultivation is given about three weeks later with a one-horse five-point cultivator. In rich and well-watered land the plants will send out runners all over the soil until, within two months from planting, they have begun to lap. The ends of the runners are then trimmed off, causing them to shoot upward, thus increasing production.

The harvest matures in about four to five months from planting. The plants are then cut off just above the ground or pulled up by the roots and stacked to dry in large stacks. In a few days they are dry enough for the thrasher. The entire plants are fed into the thrashers, of which there are several kinds here, all manufactured in the United States.

The peas, after being thrashed, are put up in sacks of 100 kilos (220 pounds each). The latest machines, of which about \$20,000 worth were recently imported, thrash the peas and at the same

time grade them into several sizes. A good crop will run about 10 sacks to the acre on a sowing of 1 sack to 15 acres, or about 150 sacks for 1. The garbanzo straw is also baled, sells for 50 cents a bale, and averages about 5 bales of straw to 1 sack of peas.

Hitherto there has been some trouble with a weevil, which developed as a result of long shipments by water, and which seems to be best obviated by a thorough dusting and cleaning of the peas, which is done with the improved machinery.

The crop this year is estimated to be 700 to 1,000 carloads of 300 sacks to the car, and it is probable that the greater part of this crop will pass through Nogales. The farmers who raise the garbanzos receive 5 to 7 cents per pound for their crop. In Sonora the soil considered best for garbanzos is a clayey soil, and it should be borne in mind that the garbanzos will not stand very heavy frost.

The railway, to meet the competition of the water haul by the way of the Isthmus of Tehuantepec, passes these peas free of brokerage charges through its customs department in Nogales, and is said to be quoting as low a rate at times as 85 cents a hundred from the Sonora field to New York. The majority of these peas go through here in bond, via New Orleans, to New York, where they are transhipped, some of them going to Cuba, South America and Europe.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

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Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

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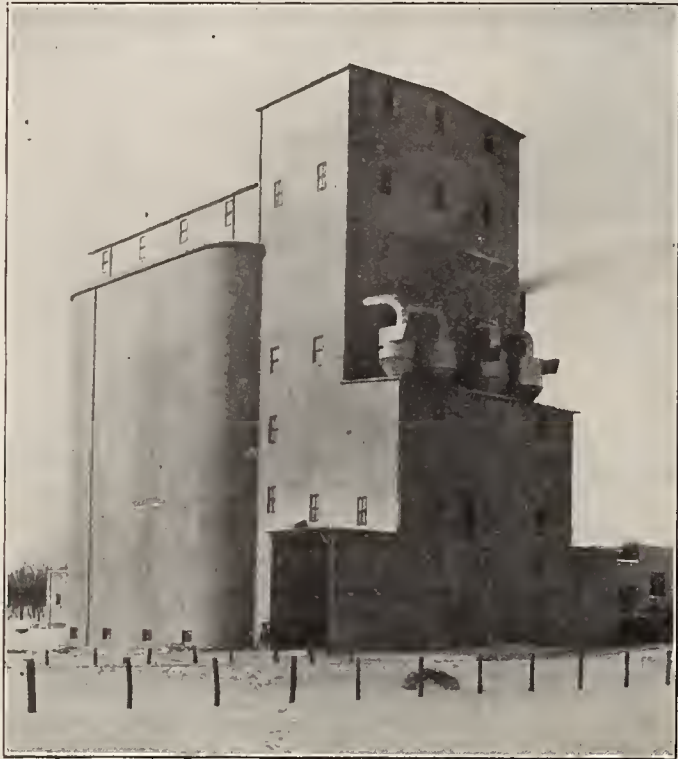
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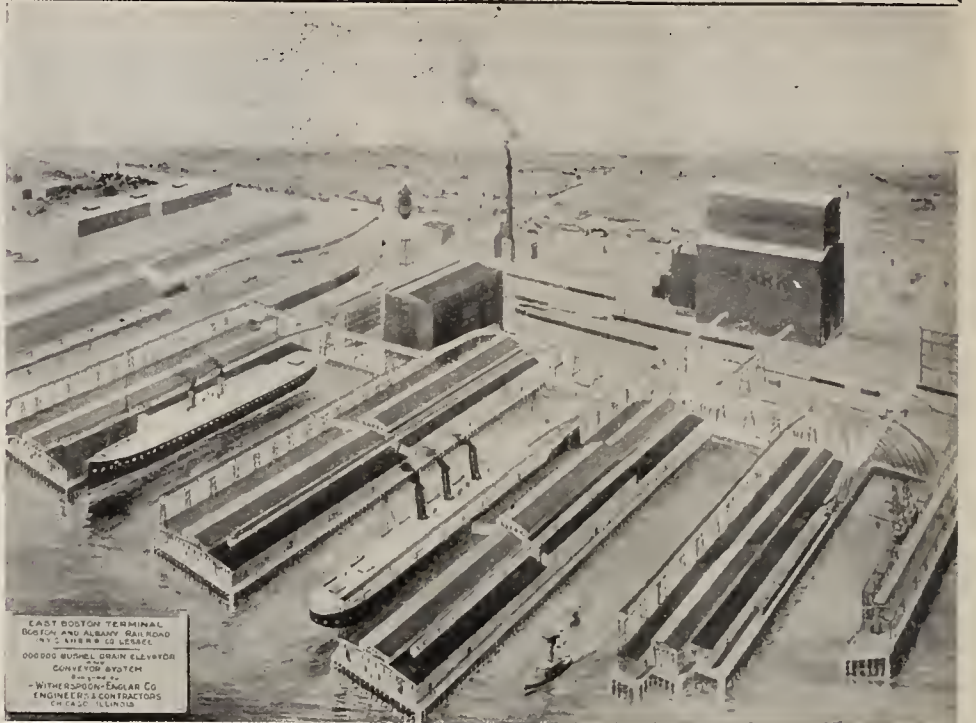
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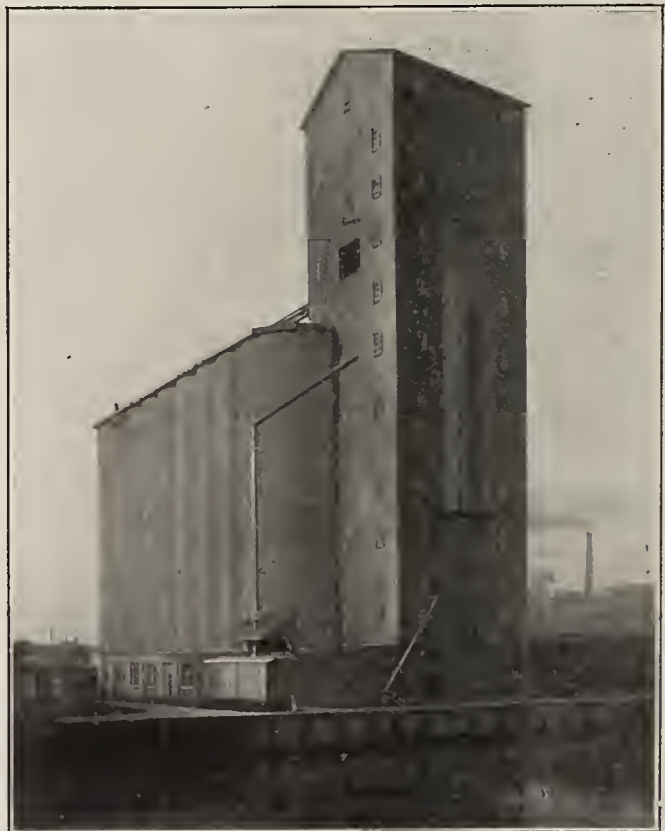
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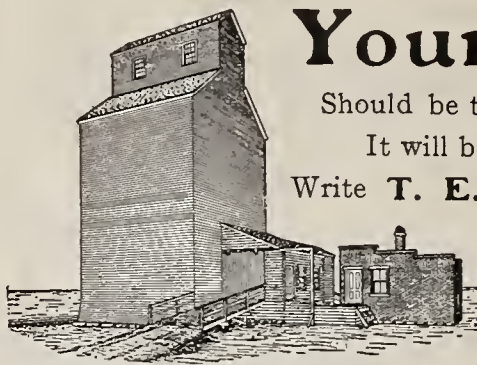


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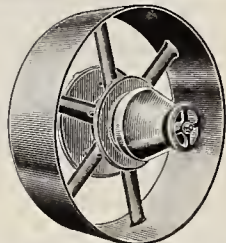
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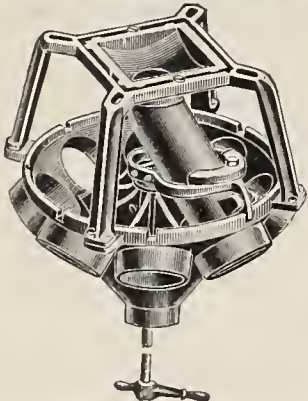
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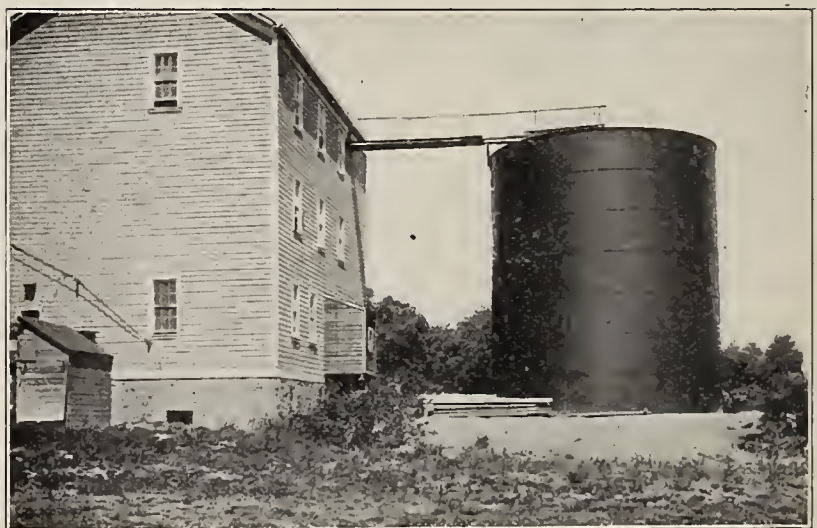
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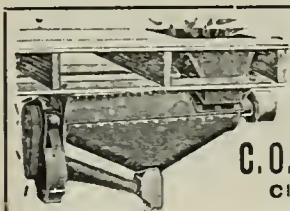
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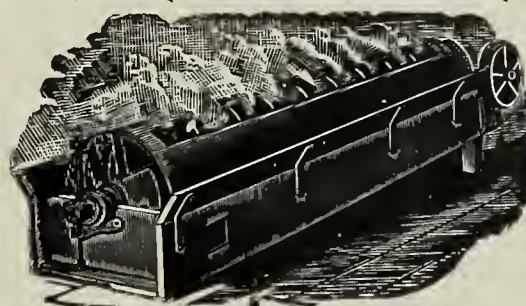


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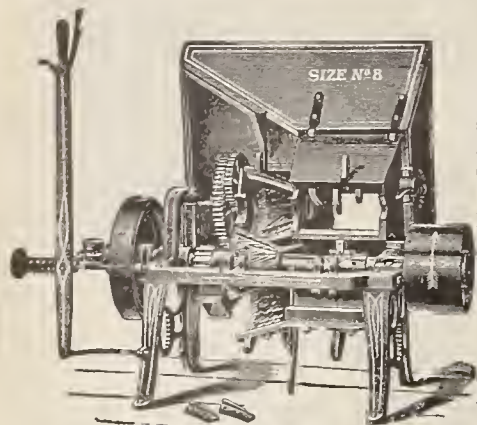
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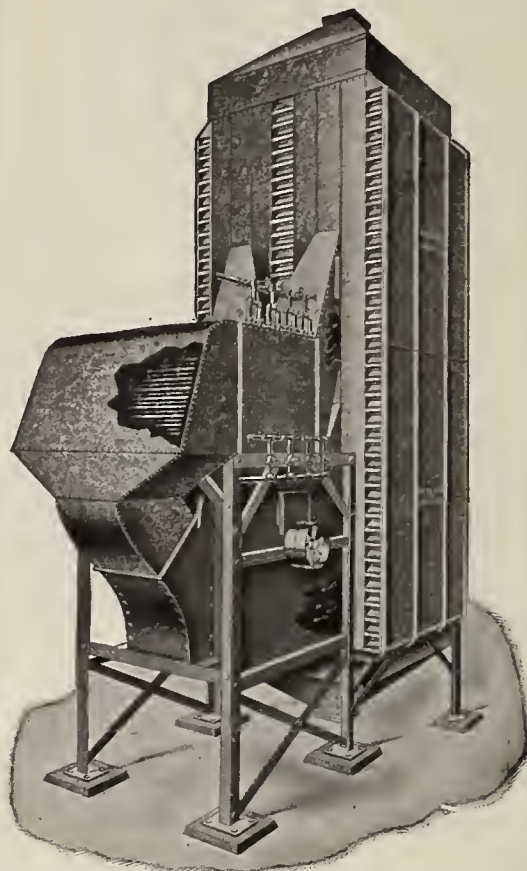
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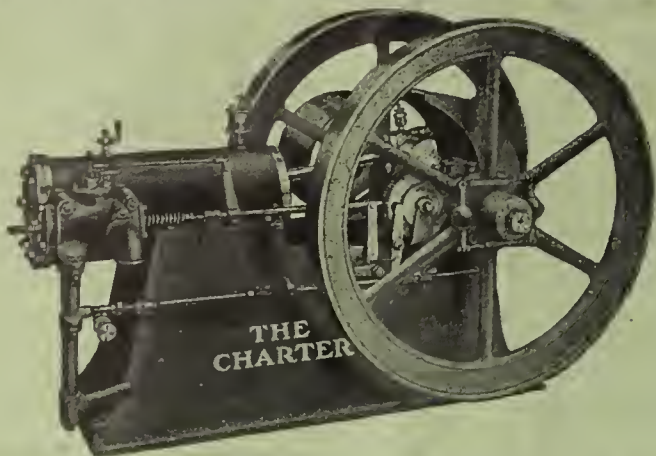
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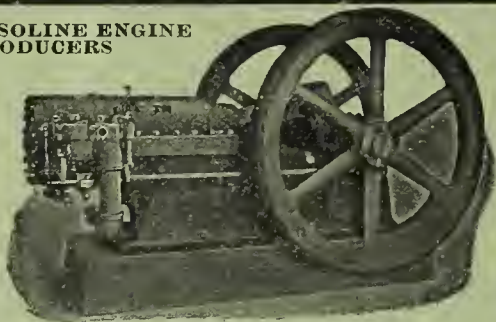
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